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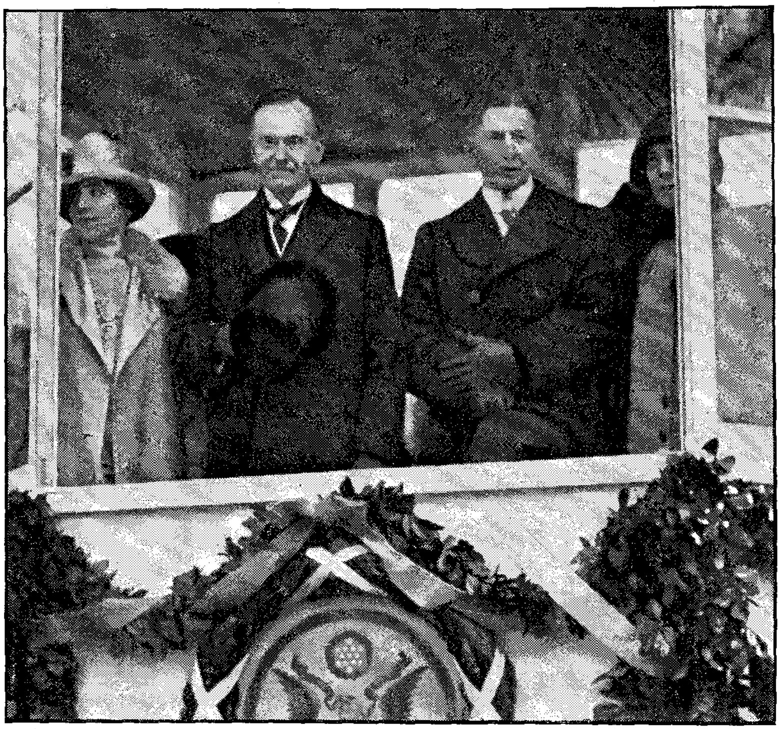
DRURY COLLEGE LIBRA
Springfield, Missouri

TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

WHAT COOLIDGE AND DAWES PLAN TO DO FOR US

THE BIG SENSATION of Inauguration Day in Washington was the fierce and unexpected attack by Vice-President Dawes upon the Senators' time-honored right to "filibuster," which makes it possible for even a single Senator to block important legislation by hours of talk. Mr. Dawes, "in sharp, rasping, staccato tones and with flailing arms," appealed to the conscience and the patriotism of the Senate to abandon a rule which "places in the hands of one or of a minority of Senators a greater power than the veto power of the President, which is limited in its effectiveness by the necessity of an affirmative two-thirds vote." This oratorical bomb, which is interpreted in Washington as foreshadowing four years of war between the new Vice-President and the august body over which he will preside, is discust in the next article, on page 9.



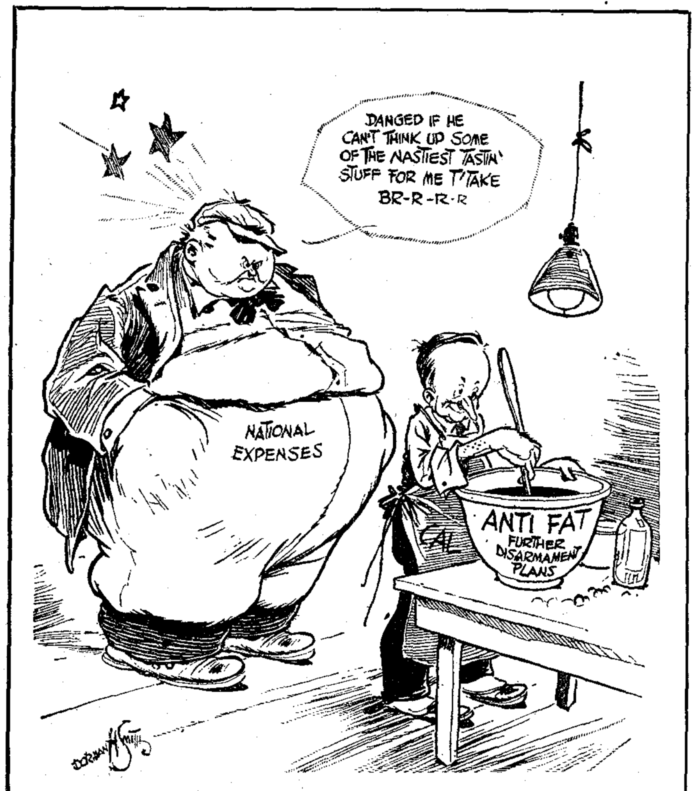
Kadel & Herbert photograph

REVIEWING THE INAUGURAL PARADE

President and Mrs. Coolidge and Vice-President and Mrs. Dawes watching the parade from the glass-enclosed reviewing stand in front of the White House.

But of greater importance, perhaps, to the ordinary citizen, are the less sensational words of President Coolidge's Inaugural Address, in which he indicates to the nation the lines along which he expects Congress and the Administration to work during the next four years. His two great objectives are peace and economy. In dedicating himself to these things, says the San Francisco *Chronicle*, he is merely promising to carry out the will of the American people, as revealed in the mandate they gave him at the polls last November—a view largely shared by the press of all sections. Here and there, however, the Coolidge ideals are praised only with reservations. Thus Norman Hapgood, writing in the Washington *Herald* recognizes in the President's words "a faith devotedly held," which is also "the faith of the majority." But he finds the Presidential attitude lacking in liberalism, and interprets the Inaugural as a confession that "we have embarked on a career of financial imperialism in this hemisphere." Only when he spoke of America's foreign relations, says the Macon *Telegraph*, did the President reveal true breadth of vision. His plea for the World Court, thinks the Birmingham *Age-Herald*, "is impressive to all those who are willing to forget that he has done nothing as yet to bring about our membership in that Court." As the President depicts us, ironically remarks the Columbia *State*, "we are the greatest people in the present or the past, and we have the strength of ten nations because our heart is pure." The President's economic policy is interpreted by this South Carolina journal as an admonition "to encourage and aid the rich to become still richer." Most Americans share the President's belief in "America's moral leadership," says the Hartford *Times*; but it adds: "That the Old World privately accepts America at America's rating is by no means certain." The people approve the Coolidge program of peace and economy, thinks the Baltimore *Sun*, but they are "waiting with interest and concern to see how he will meet the test of leadership." Together with indications of "a more liberal and enlightened foreign policy," the New York *Evening World* finds in the Inaugural evidences of "the most frankly reactionary domestic policy the country has known since the days of McKinley."

But in the main the press seems to be heartily in sympathy with the President's aspirations. "He makes articulate the best thought of America," declares the Albany *Knickerbocker Press*. "The Coolidge program is the American people's program," according to the Pittsburgh *Gazette Times*. "The country never has had a saner President; never a more dependable one," avers the Columbus *Ohio State Journal*. In the opinion of the Baltimore *American*, his address "is a serious attempt to express the high ideals and intense practicality which are the singular heritage of America." The Philadelphia *Inquirer* welcomes it as "a challenge to every demagog in the country." His conception of America's mission and duty "is at once simple and sublime, noble and practical," remarks the Chicago *Daily News*. The


DANGED IF HE CAN'T THINK UP SOME OF THE NASTIEST TASTIN' STUFF FOR ME T'TAKE BR-R-R-R
NATIONAL EXPENSES
CAL
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FURTHER DISARMAMENT PLANS

PREPARING ANOTHER DOSE

—Smith in the Jersey City *Journal.*

Des Moines *Register* sees in the address "something of a beacon set on a hill." If the country does not realize the hopes embodied in the Inaugural "the fault will be not with our leadership but with ourselves," declares the Buffalo *Express.* "What Coolidge asks can be done and should be done," avers William Allen White in his Emporia *Gazette;* and he goes on to admonish those political liberals who are inclined to regard Mr. Coolidge with unsympathetic eyes:

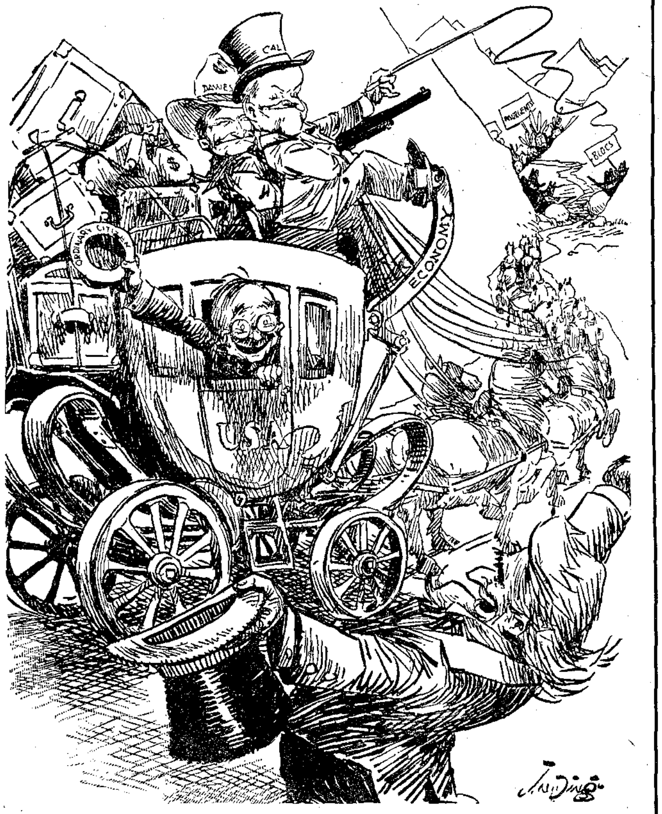
> "It is the business of the Liberal, who has no great following just now, to do one of two things: convince the world that the Liberal program is right—which seems rather difficult in view of the conservative state of the human heart; or help this sincere, honest, courageous conservative in the White House to realize his rather uninspiring but immediately necessary vision."

Particularly enthusiastic is the response of the press to the assurance that there is to be no truce in the Coolidge fight for economy and tax-reduction. On this point the President says:

> "I favor the policy of economy, not because I wish to save money, but because I wish to save people. The men and women of this country who toil are the ones who bear the cost of the Government. Every dollar that we carelessly waste means that their life will be so much the more meager. Every dollar that we prudently save means that their life will be so much the more abundant. Economy is idealism in its most practical form.
>
> "If extravagance were not reflected in taxation, and through taxation both directly and indirectly injuriously affecting the people, it would not be of so much consequence. The wisest and soundest method of solving our tax problem is through economy.
>
> "Fortunately, of all the great nations this country is best in a position to adopt that simple remedy. We do not any longer need war-time revenues. The collection of any taxes which are not absolutely required, which do not beyond reasonable doubt contribute to the public welfare, is only a species of legalized larceny. . . .
>
> "The time is arriving when we can have further tax-reduction, when, unless we wish to hamper the people in their right to earn a living, we must have tax reform. The method of raising revenue ought not to impede the transaction of business; it ought to encourage it. I am opposed to extremely high rates, because they produce little or no revenue, because they are bad for the country, and, finally, because they are wrong.
>
> "We can not finance the country, we can not improve social conditions, through any system of injustice, even if we attempt to inflict it upon the rich. Those who suffer the most harm will be the poor. This country believes in prosperity. It is absurd to suppose that it is envious of those who are already prosperous. The wise and correct course to follow in taxation and all other economic legislation is not to destroy those who have already secured success, but to create conditions under which every one will have a better chance to be successful. The verdict of the country has been given on this question. That verdict stands. We shall do well to heed it. . . .
>
> "The result of economic dissipation to a nation is always moral decay."

"There is no doubt whatever that the President's insistence upon government money-saving, in order that there may be progressive tax-reduction, has made a universal hit with the country," writes Frederic William Wile in the Washington *Star.* The best slogan the country has heard since the high noon of the Wilson régime, declares the Richmond *News Leader,* is "Economy is idealism in the most practical form." His appeal for governmental economy from a humanitarian, rather than a materialistic standpoint, "is by far the most sensible thing uttered by an American President in a long time," declares the Helena *Independent.* The St. Paul *Pioneer Press,* noting the "fairly religious abhorrence with which President Coolidge regards all forms of waste of resources and energies," remarks that "economy is with him a moral question." Among the many other papers that welcome and applaud his stand in this matter are the Little Rock *Arkansas Gazette,* Hartford *Courant,* Cincinnati *Enquirer,* San Diego *Union,* Philadelphia *Record,* Newark *News,* Boston *Transcript,* Charleston *Gazette,* Denver *News,* Toledo *Blade,* Louisville *Times,* New Haven *Journal-Courier,* and Lousiville *Courier-Journal.* But the Chicago *Tribune,* while endorsing the idea of governmental economy, adds these words of caution:

> "We have to take a program of economy with reservations. It may be popular. People do not like taxes, and excessive taxes hurt, but economy which keeps a rich nation from getting what it needs and paying what it should also hurts. Mr. Coolidge is now, as he has been, a rational man on national defense. He



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GOOD LUCK AND A PLEASANT JOURNEY

—Darling in the New York *Herald Tribune.*

says our country represents nothing but peaceful intentions toward all the earth, but it ought not to fail to maintain such a military force as comports with the dignity and security of a great people. It ought to be a well-balanced force, intensely modern, capable of defense by sea and land, beneath the surface and in the air."

President Coolidge's definition of our foreign policy, while it finds wide indorsement, fails to satisfy the isolationists on the one hand and the friends of the League of Nations on the other. Our Government's position he explains in part as follows:

> "We have recently committed ourselves by convenants with the other great nations to a limitation of our sea-power. As one result of this, our Navy ranks larger, in comparison, than it ever did before.
>
> "Removing the burden of expense and jealousy, which must always accrue from a keen rivalry, is one of the most effective methods of diminishing that unreasonable hysteria and misunderstanding which are the most potent means of fomenting war. This policy represents a new departure in the world. America has taken the lead in this new direction, and that lead America must continue to hold. If we expect others to rely on our fairness and justice, we must show that we rely on their fairness and justice. . . .
>
> "In conformity with the principle that a display of reason rather than a threat of force should be the determining factor in the intercourse among nations, we have long advocated the peaceful settlement of disputes by methods of arbitration, and have negotiated many treaties to secure that result. The same considerations should lead to our adherence to the Permanent Court of International Justice.
>
> "Some of the best thought of mankind has long been seeking for a formula for permanent peace. Much may be hoped for from the earnest studies of those who advocate the outlawing of aggressive war. . . .
>
> "It seems altogether probable that we can contribute most to these important objects by maintaining our position of political detachment and independence. . . .
>
> "America seeks no earthly empire built on blood and force. No ambition, no temptation, lures her to thought of foreign dominions. The legions which she sends forth are armed, not with the sword, but with the cross. The higher state to which she seeks the allegiance of all mankind is not of human, but of divine, origin. She cherishes no purpose save to merit the favor of Almighty God."

ECONOMY GEMS FROM THE INAUGURAL

"I favor the policy of economy not because I wish to save money, but because I wish to save people."

"The collection of any taxes which are not absolutely required, which do not beyond reasonable doubt contribute to the public welfare, is only a species of legalized larceny."

"The result of economic dissipation to a nation is always moral decay."

The President's foreign policy, complains the Louisville *Courier-Journal*, is too much affected by his "consciousness of the existence of the isolationists in the Senate." The Rochester *Herald*, while indorsing the bulk of what he says about our foreign relations, challenges his suggestion that we "can contribute most to these important objects by maintaining our position of political detachment and independence." In his program for international cooperation for peace, "the President goes in the right direction, but he does not in our judgment go far enough," says the Atlanta *Journal*. On the other hand, the Sacramento *Bee* thinks that he is going too far and too fast. Says this California daily:

> "At the last Presidential election, the verdict of the American people was overwhelming to the effect that they wanted nothing to do with the League of Nations. And yet the President asks the United States to rush into the World Court, which is but a stepping-stone to the League of Nations, and intended as such."

Nevertheless, many papers share the opinion of the New York *Tribune* that Mr. Coolidge's statement of foreign policy ought to "disarm devotees alike of isolation and of Utopian panaceas." He has already broken with the isolationists, declares the Cincinnati *Post*. In his advocacy of the World Court, says Victor Murdock in the Wichita *Eagle*, "he is helping America to see through a glass darkly, but he is helping."

A NEW DAWES PLAN FOR THE SENATE

FOR THE FIRST TIME in its existence of 135 years, the Senate of the United States was compelled to listen, on March 4, to an oral castigation from the Vice-President. Washington had expected General Dawes to do the unconventional, and he lived up to his reputation in this respect, say the correspondents. In vigorously denouncing the rules of the Senate, over which he will preside for the next four years, Vice-President Dawes not only stirred up a hornet's nest in the "greatest deliberative body in the world," but, according to Frank R. Kent, Washington correspondent of the Baltimore *Sun*, "he unquestionably switched the spotlight from the real hero of the day."

Usually the inauguration of a Vice-President is a perfunctory affair—"dignified, but relatively unimportant." But this was different. The Dawes speech, says the Washington *Post*, is regarded "as tantamount to an open declaration of war against Senate rules and methods of procedure." At the end of the Vice-President's inaugural address, two-thirds of the ninety-six Senators "were boiling mad," in the words of one correspondent. Later he added to the Senate's astonishment by swearing in two dozen Senators at the same time, instead of in groups of four, and by failing to return to adjourn the Senate after the inauguration of President Coolidge. This duty Senator Watson performed for him. At the end of the ceremony Senator Brookhart was heard to remark: "They used to call me the 'wild man' of the Senate, but now I shall have to surrender the title."

The new Vice-President pointed out in the beginning of his speech that he is not elected by the members of the Senate, but by the people. He shook his fist, pointed his finger, banged his gavel on the desk, and at intervals waved his right arm about his head. "No baseball pitcher could develop a more effective wind-up than that which Mr. Dawes used to emphasize his points," writes Robert Choate in the Boston *Herald*. Some of these points follow:

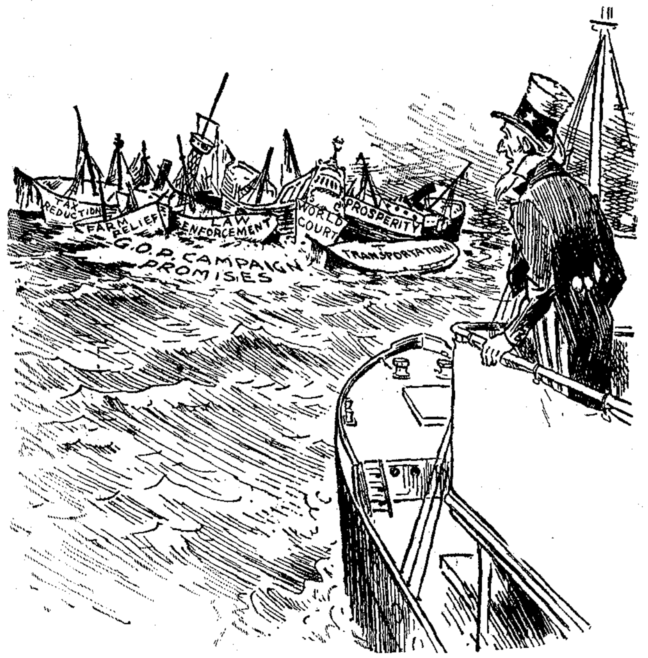
> "In past years, because the members of this body have cherished most commendable feelings of fairness, courtesy and consideration for each other as individuals, certain customs have been evolved. These have crystallized into fixt and written rules of procedure for the transaction of public business which, in their present form, place power in the hands of individuals to an extent, at times, subversive to the fundamental principles of free representative government.
>
> "That rule which at times enables Senators to consume in oratory those last precious minutes of a session needed for momentous decisions, places in the hands of one or of a minority of Senators a greater power than the veto power exercised under the Constitution by the President of the United States. . . .
>
> "Reform in the present rules of the Senate is demanded not only by American public opinion, but I venture to say in the individual consciences of a majority of the members of the Senate.
>
> "As it is the duty on the part of the presiding officer of the Senate to call attention to defective methods in the conduct of business by the body over which he presides, so under their constitutional power it is the duty of the members of this body to correct them."

The specific rule which the new Vice-President thinks should be cancelled, on the ground that "it is subversive of the fundamentals of free Government," is No. 22, which permits "filibustering." From the outspoken comments of Senators who were present at the inauguration ceremony, it is apparent to Washington correspondents that war has been declared between the Senate and its presiding officer; that whatever cordiality might have existed was entirely destroyed by the Vice-President's attitude toward the members of that august body, the Senate. As Mark Sullivan writes in the New York *Tribune:*

> "If Mr. Dawes really meant to persuade the Senate to adopt his proposal, he took the worst possible means. Mr. Dawes could not have meant that way of accomplishing his end, and must have meant the other way—the way of stirring up public opinion against the Senate."

That the Vice-President has not heard the last of his address, however, is indicated by such comments as these:

> Senator Norris (Republican) of Nebraska—"I have an opinion, and a strong one, but I do not care to express it."
>
> Senator Reed (Democrat) of Missouri—"His melody of voice, grace of gesture and majesty of presence were only excelled by his modesty."



A SARGASSO SEA

—De Mar in the Philadelphia *Record.*

> Senator Swanson (Democrat) of Virginia—"This is one of the great and dignified occasions in the history of America. I regret that such an occasion was perverted into a farce."
>
> Senator Robinson (Democratic leader) of Arkansas—"The ceremonies are necessarily formal. It is regrettable that they were made ridiculous."
>
> Senator Smoot (Republican) of Utah—"It would have been better if he had made it in some other place than the Senate. If there was hope before for changing the rules, that hope has departed now."
>
> Senator Caraway (Democrat) of Arkansas—"The best example of what a speech should not be. He disclosed that he was almost as lacking in knowledge of the rules of the Senate and the Constitution of the United States as he was in good taste."
>
> Senator George (Democrat) of Georgia—". . . Dawes comes in here from the business world, where there is impatience of restraint. Here deliberation is necessary as a check against hasty and ill-considered action, and to prevent the complete domination of executive authority."

"Senators may be shocked and enraged by the Vice-President's plainness of speech," remarks the New York *Times,* "but many of them know in their hearts that he uttered a truth which the nation is glad to have spoken." And, points out the Boston *Post:*

> "No one before, not even Colonel Roosevelt in his best fighting days, ever made a dent in that fine old encrusted Senatorial tradition, buttressed by antique rules and practises, and solemnly defended by conservative and radical Senators alike.
>
> "We are evidently in for the most spectacular battle the Senate has ever seen. Once having started, he is not the man to shrink from a fight.
>
> "The courage of General Dawes has been proven before. More power to him!"

AN UNMOURNED CONGRESS

THERE WERE NO NEWSPAPER MOURNERS at the bedside of the dying Congress. As gentle an editorial characterization of the Sixty-eighth Congress as we find is the Buffalo *Evening Post's* observation that it "was on the whole not much worse than the average." "The prestige of Congress was never lower than it is now," declares the New York *Evening Post,* which feels that the entire nation watched "with a feeling of unmixed relief" the passing of "this weak, erratic, sometimes mulish, and often panicky, creature of blocs and factions." Editors and newspaper correspondents agree that there is more to say about what Congress did not do than what it did do, that it left undone practically everything President Coolidge wanted, and that it did not even carry out the legislative program of the majority leaders. In the short session just closed, besides the passage of appropriations bills, the only important acts were provisions for increasing the pay of Congressmen, Cabinet members, and postal employees. The record of the Sixty-eighth Congress is thus summed up by the independent Springfield *Republican:*

> "Nothing contentious will reach the statute book, or the book of United States treaties. The Lausanne Treaty must 'go over.' The Isle of Pines Treaty again fails to reach a vote, altho for twenty-one years it has been before the Senate. The World Court proposal of Harding and Coolidge never was accorded the favor of open consideration outside of the committee-room. The House Committee on Foreign Affairs reported unanimously that the United States should adhere to the World Court, and even suggested that adherence could be brought about by a joint resolution adopted by a majority of both Houses, but the least progress by the Senate alone in approval of executive action has been banned by its Committee on Foreign Relations on the ground that the debate would consume too much time in a short session.
>
> "Farm relief legislation was 'doomed.' The Muscle Shoals Bill stuck fast. The McFadden branch banking-bill goes down in the general débris of the session. The Crampton bill for the establishment of an independent Prohibition enforcement bureau is lost, of course.
>
> "Few short sessions have done so little as this one, aside from passing the supply bills, yet a Congress must be regarded as a whole. The long session, however, was a mess. It was notable for the enactment of a tax-reduction law that was shaped more by the opposition than by the Administration party, an Immigration Act that needlessly offended Japan, and a soldiers' bonus law that even the President's veto could not stop. Reorganization of the diplomatic and consular service remains to this Congress's credit. That was something to be thankful for.
>
> "The Teapot Dome and Department of Justice investigations —and the more recent aviation inquiry—found this Congress at its best. It has had an exceptional capacity for probing the executive departments. These investigations have done good, as they do even when some harm can be traced to them."

While a leading Republican paper, the New York *Herald Tribune,* condemns this "black-sheep Congress" because it "flouted party regularity as well as public interest," the Democratic Jacksonville *Florida Times-Union* insists that while the Republican majority was handicapped by its radical element, its leaders might "have made a better showing than they have made if they had proposed and demanded attention to or consideration of only pressing matters requiring legislation." And the Democratic daily's conclusion is that the Democratic party thus has "an immense advantage for going before the people, in ensuing elections, and, holding up for public scrutiny the record that this Congress has made, proving that while preelection promises, in 1924, were generous in number and strenuously made, Congress has done practically nothing."

On the other hand, notes a political writer in the Washington *Daily News:*

> "As it passes from the scene, the Sixty-eighth Congress leaves behind it two accomplishments of memorable importance—the exposure of the rottenness which crept into the Government in 1921-1922, and the lowering of income-tax rates."

THE RISE IN POSTAL PAY AND RATES

"HAVING FINE TIME; WISH YOU WERE HERE." We shall have to pay two cents for the privilege of sending this rather hackneyed message on a souvenir post-card this summer. For the postal bill, which under the skilful guidance of Senator Moses of New Hampshire received Congressional approval on February 26, and soon afterward was signed by the President, not only provided for increased postal salaries for employees of the world's biggest business organization—the Post-office Department—but increased, among other things, the rate on private mailing-cards to two cents each. "After muddling for two sessions with the project of salary increases for postal employees," as the New York *Herald Tribune* puts it, a small group of conferees, representing the Senate and the House of Representatives, evolved a compromise bill that was satisfactory to the Senate, the House, and apparently to the President. The final Act reclassifies the salaries of postmasters and employees of the postal service, readjusts their salaries and compensation "on an equitable basis," and increases postal rates to provide for such increases. But the postal carrier, who "elicits the sympathy" of *The Editor and Publisher* (New York), "represents but 9 per cent. of the employees who will benefit from this blanket pay increase," we are told.

But the unanimity with which the Sixty-eighth Congress, for the second time, enacted a measure to increase the pay of postal employees emphasizes anew to the Pittsburgh *Post* "the merit of the claim of these faithful public servants to consideration." "The postal service, relieved in some degree of the handicap of being underpaid, may very likely respond to better treatment by an improved efficiency," predicts the Philadelphia *Bulletin*. "There is no pretense that the new rates are scientific," declares the Newark *News*, "and the bill is merely a temporary measure. The one thing permanent about it is more pay for postal workers."

The chief salary rates of the new bill, together with the old rates, are as follows:

Salaries of postmasters: First-class, $3,200 to $8,000; this was also the old rate. Second-class, $2,400 to $3,000; the old rate was $2,300 to $3,000. Third-class, $1,100 to $2,300, old rate $1,000 to $2,200; post-office inspectors, $2,800 to $4,500; old rate $2,300 to $4,200. Assistant postmaster, second-class offices, $2,200 to $2,500; old rate $1,850 to $2,150.

Under the new salary rate, clerks, in first and second class offices and letter-carriers in the city delivery service, who are divided into five grades, will receive salaries ranging from $1,700 to $2,100; the old rate was $1,400 to $1,800. Railway postal clerks, who received from $1,600 to $2,300 per year under the old rate, will now be paid from $1,900 to $2,700. Special clerks who received $1,900 or $2,000 under the old régime, now earn $2,200 or $2,300. Laborers in the railway mail service receive $1,500 or $1,600; the old rate was $1,350 and $1,450. Rural mail-carriers, who received from $720 to $1,800 a year, receive the same salary under the new bill, but in addition to the salary provided, the rural carrier, to quote the new bill, "shall be paid for equipment maintenance a sum equal to four cents per mile per day for each mile or major fraction of a mile scheduled." Also "each rural carrier assigned to a route on which daily service is performed shall receive $30 per mile per year for each mile said route is in excess of twenty-four miles, and each rural carrier assigned to a route on which tri-weekly service is performed shall receive $15 per mile for each mile said route is in excess of twenty-four miles."

Village carriers, who received from $1,000 to $1,200 under the old salary rate, are now paid $1,150 to $1,350. All pay increases are retroactive to January 1 of this year.

The new postal rates, which go into effect April 15, together with the old rates, are as follows:

Private mailing-cards, 2 cents each; the old rate was 1 cent.

The publisher's second-class mail rate on reading matter is the same as before—1½ cents per pound. The old rate on advertising matter remains 2 cents a pound in zones 1 and 2, and 3 cents a pound in zone 3. The old rates for zones 4, 5, and 6 were 5, 6, and 7 cents per pound; the new rate is 6 cents per pound in these three zones. The old rates for zones 7 and 8 were 9 and 10 cents per pound; the new rate is 9 cents in both zones.

The old rate on religious, educational, scientific, philanthropic, agricultural, labor or fraternal magazines not published for profit was 1¼ cents a pound to all zones for both reading and advertising matter. This has been raised, in the new bill, to 1½ cents.

Those who are in the habit of sending single copies of newspapers and magazines will find that the new rate of postage on publications entered as second-class matter, "when sent by others than the publisher or news agent," shall be 2 cents for each 2 ounces or fraction thereof for weights not exceeding 8 ounces, and for weights exceeding 8 ounces "the rates of postage prescribed for fourth-class matter shall be applicable thereto." The present rate is 1 cent for each 4 ounces.

The former rate for third-class mail was 1 cent for each 2 ounces up to 4 pounds. Third-class mail will now include merchandise, which formerly was fourth-class. The new third-class rate is 1½ cents for each 2 ounces up to 8 ounces, except on books, catalogs, seeds, cuttings, bulbs, roots, scions, and plants not exceeding 8 ounces, on which the rate is 1 cent for each 2 ounces.

All matter over 8 ounces which is not included in the other classes is now fourth-class. The basic rates remain as at present. The new bill, however, adds a flat 2-cent service charge to each package, and provides a "special handling" charge of 25 cents that is optional. This entitles such mail matter to the same expeditious transportation, handling, and delivery accorded to mail matter of the first class. There were no such provisions under the old law.

Money-order fees have been raised from 3 cents to 5; from 5 cents to 7; from 8 cents to 10; from 10 cents to 12; from 12 cents to 15 cents. The 18-cent fee remains the same, the 20-cent fee is reduced to 18, the 25-cent fee to 20, and the 30-cent fee to 22. Whereas the old registry fee was 10 cents for an indemnity up to $50, and 20 cents for an indemnity up to $100, the new law provides that not less than 15 cents nor more than 20 cents, in addition to postage, shall be charged. In addition there is a charge of 3 cents for a return receipt. The insurance rates are raised as follows: from 3 cents to 5; from 5 cents to 8; the 10-cent and 25-cent rates remain the same; and, as in the case of registry fees, there is a charge of 3 cents for a return receipt.

The old C.O.D. charge was 10 cents for collections up to $50. The new rate is 12 cents for collections up to $10, 15 cents for collections up to $50, and 25 cents for collections up to $100. The old special-delivery rate of 10 cents remains in force for packages weighing up to 2 pounds. Under the new bill, packages weighing from 2 to 10 pounds will cost 15 cents. On packages weighing more than 10 pounds, a special-delivery fee of 20 cents is charged. Of the 10-cent fee, the messenger receives 8 cents, of the 15-cent fee, he receives 11 cents, and of the 20-cent fee, he receives 15 cents.

At the next Congress it is intended, say Washington dispatches, to substitute a postal-rate bill based on scientific study. This is to be conducted meanwhile by a special joint committee of Congress to work out a permanent schedule of rates.

The "legislative whirligig" out of which emerged the Postal Salary and Rate Bill, we are reminded, began, in reality, almost five years ago. At that time THE LITERARY DIGEST, in a full-page message to its readers, asked this question: "ARE POST-OFFICE EMPLOYEES HUMAN BEINGS?" This appeal for the support of its readers in obtaining increases in salary for postal-service employees was also inserted as a full-page advertisement in the country's leading newspapers. But at that time, says the New York *Herald Tribune*, "neither the House nor the Senate was willing to face an adjustment which involved an equitable wage readjustment, the raising of new revenues, and a scientific revision of rates." Last year the House and Senate passed a bill providing for a rise in postal salaries, but President Coolidge vetoed the measure because it failed to raise the money for increases, amounting to some $68,000,000. The Senate tried to pass this bill over the President's veto, and failed by one vote. Then the Senate wrote a bill of its own. Because revenue-raising measures, under the Constitution, must originate with the House of Representatives, the latter body rejected the Senate bill, and adopted one of its own. The Senate, "not to be outdone," remarks the Newark *News*, amended the House bill by substituting its own rates. This bill, it is said, would have produced less than half the revenue needed. The House rejected this substitute, and prepared one of its own. Finally an amalgam of these two was adopted as a conference report. At the time it was estimated that the bill would raise at least $60,000,000 in additional revenue annually and increase salaries by approximately $68,000,000. But, says the Washington correspondent of the New York *Times*:

"The rate increase will be effective for only eight months in the calendar year 1925, while the salary increases cover the entire twelve months, and on this basis the additional revenue for 1925 will be only $40,000,000. Therefore about $28,000,000 of the funds necessary to pay the increased salaries must come from other funds in the Treasury."

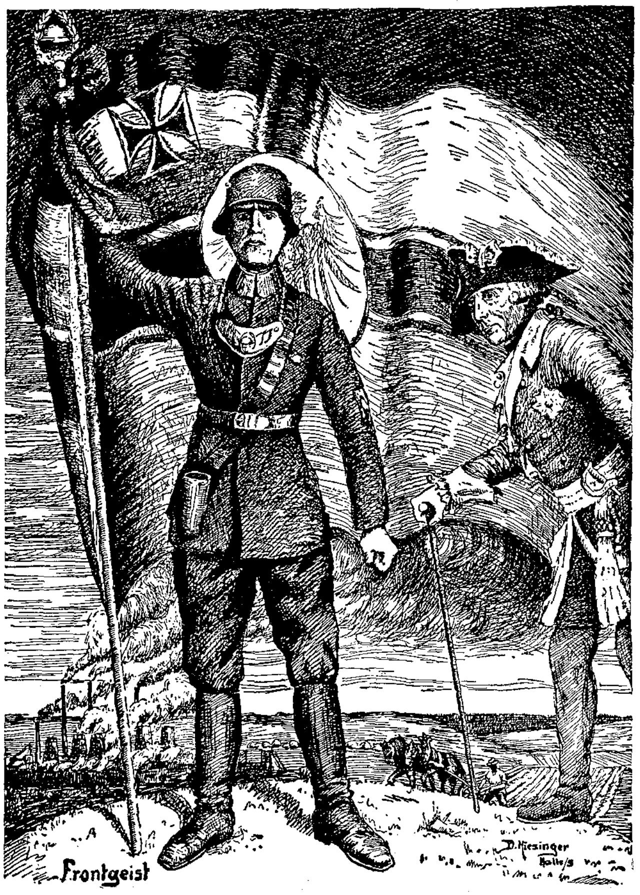
According to the New York *Sun*:

"The increase in the new measure in the rates on second-class matter, composed mainly of newspapers and magazines, is comparatively small, amounting to only about $1,500,000. The main increase is in third- and fourth-class matter, which together will be asked to pay $34,000,000 more a year.

"The original cost-ascertainment report prepared by the Post-office Department estimated that the parcel post was run at a loss of $7,000,000 a year. Under the new rates, parcel-post revenues will be $13,000,000 higher. Representative Kelly, one of the three members of the House conference committee, asserts that study of the cost ascertainment report convinces him that the actual present loss on the parcel post is not $7,000,000 a year but $30,000,000 at least, and that the loss on second-class matter, instead of being $74,000,000 a year, is but $41,000,000.

"But even this deficit estimate is arrived at by charging against second-class mail $34,000,000 of the total lost each year because of the maintenance of rural routes. There is no justice whatever in charging against the newspapers what was originally designed as a service to the farmers. The rural free delivery was never intended by its advocates to be self-sustaining; it is a general benefit, and properly should be a general charge."

The newspapers, we are assured, are not opposing business administration in the postal service. "What they do complain of, however, is the Department's persistence in trying to get exorbitant returns out of second-class mail carried on rural routes." The farmers, too, are up in arms, we are informed, because of the special two-cent service charge on each parcel, coupled with a special twenty-five-cent charge for "special expedition" in delivery, altho, points out the Buffalo *Express*, "under the new rates, parcels will be carried by the Government at rates lower than those of the express companies." However, observes the Newark *News*, "when the farmer has eliminated the middleman by shipping his butter and eggs to customers by parcel post, and the arrangement works to the satisfaction of both, he is naturally fearful of anything that may destroy this equilibrium."



"THE CHALLENGE"

Viereck's *American Monthly*, reproducing this cartoon, says: "Even those who shouted 'never again war' begin to realize that no country that disarms itself can hope for justice. The above picture of the revival of the national spirit in Germany appears in *Fridericus*, a weekly published to perpetuate the spirit of Frederick the Great."

GERMANY'S "WAR SPIRIT"

THE MOST ALARMING REPORT submitted since the Armistice, in the opinion of Marshal Foch, head of the Interallied Military Council, is that of the Allied Military Control Commission, which reveals, according to Paris correspondents of New York and Chicago newspapers, the failure of Germany to carry out the disarmament clauses of the Versailles Treaty. Perhaps the most startling charge of the Commission is that Germany has abandoned the Ruhr Valley as the "key" industrial center for the production of munitions of war, and is building up another industrial center at Spandau, near Berlin, and incidentally out of range of French bombing planes. The most serious indictment, in the opinion of one correspondent, is against the moral spirit in Germany to-day, as manifested in the resistance offered to the inspecting officers of the Control Commission. The officials of this body maintain that there are war plans in progress in certain factories, such as the Krupp plant, and that the German General Staff is being reconstructed in its pre-war form. According to Edgar Ansel Mowrer, Berlin correspondent of the Chicago *Daily News*:

"It is claimed that 250 officers that Germany obtained the right to have for employment in the Reichswehr ministry have been replaced in their bureaucratic duties by ordinary officials, while they have been used for the purposes of General Staff work.

"The Commission points out that this makes the General Staff nearly as large as in pre-war days, when it comprised 341 officers.

"The second annex to the report deals with the question of the security police, which is larger by 30,000 men than the Treaty permits, and which has been thoroughly and efficiently militarized.

"The third annex makes the extraordinary charge that the fortifications on the eastern frontiers have not been demolished, as the Treaty demands, and that they could still be used in case of war."

Marshal Foch, says an Associated Press dispatch from Paris, calls attention to the evidence submitted to show that the organization and training of the German police suggests preparation for war, rather than measures for internal order, and Wilbur Forrest, Paris correspondent of the New York *Tribune*, believes the report of the Commission "proves conclusively that Germany is preparing for a war of revenge on a large scale." We read on:

"The Allied investigators are able to establish three main evasions of the Treaty: First, the existence of a secret army; second, the existence of a high command and General Staff; third, a system of instruction and organization for recruits and reserves.

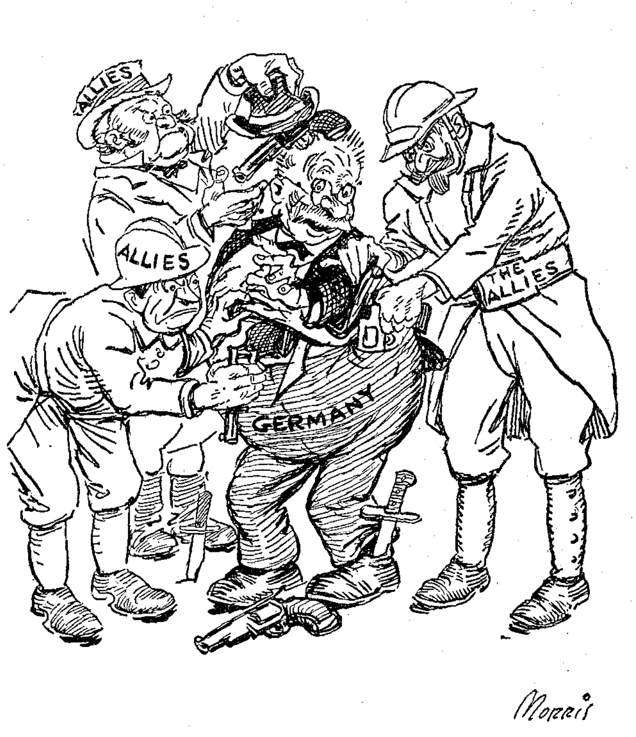
"Germany is preparing a war machine as strong as her pre-war forces, lacking only big guns, Zeppelins and naval units, which are compensated for, perhaps, by a modern apparatus for gas and flame throwing, and heavy close-range mortars.

"In transferring war activities to Spandau, the German Government's system appears to be to manufacture rapidly the essential machine parts necessary to transform the apparently harmless machinery throughout Germany into munition-making implements in case of war.

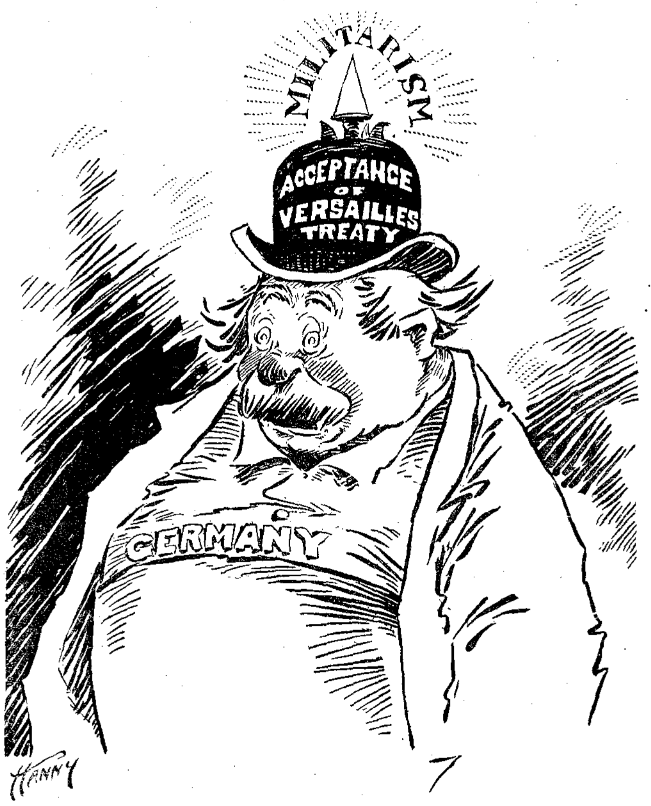
"Apparently the Ruhr was abandoned because of its proximity to the French occupation forces in the Rhineland, and the growing development of French aviation, which would be capable of crippling the Krupps and other great industries of the Ruhr."

"It is clear," says Marshal Foch, "that it is not a police force which the Reich seeks to have in its barracks, but an army, organized, equipped, and trained, which can be used for any purpose on the first occasion." What Germany plans, in the opinion of Edwin L. James, Paris correspondent of the New York *Times*, is "direct connection with Russia." At present, the Commission's report concludes, she is in open revolt against the Treaty of Versailles. And this, observes the Washington *Star*, "presents a grave problem." Ever since the Armistice, we are reminded by this paper, Germany has shown a disposition to evade both the spirit and the letter of the Treaty. This causes uneasiness in France, England, the United States, Poland, and Belgium, we are told, but especially in France. "If Germany is preparing for war, what is the point in France discussing disarmament?" asks the Boston *Transcript*. "It is difficult," admits the Washington *Post*, "for the Commission to obtain conclusive evidence that a camouflaged army is being formed, but enough has been secured to justify the Allies in refusing to evacuate the Cologne bridgehead, the position of which keeps them in a position of comparative security."

The Louisville *Courier-Journal*, on the other hand, maintains that "France continues to exaggerate conditions in Germany." And the Seattle *Times* suggests that the presence of arms and equipment "may indicate preparations for overthrowing the Republic, and restoring the monarchy, rather than hostile intentions toward France." "Whatever the evasions of military limitation have been, they do not give Germany the Army required in modern warfare against a military establishment such as that of France," declares the Chicago *Tribune*. Mr. Mowrer, in another Berlin dispatch, admits that "competent neutrals say the belief that Germany could wage war in the near future is entirely unfounded." Furthermore, says the Louisville paper:



GERMANY: "Now I wonder who put these firearms in my pocket?"
—Morris for the George Matthew Adams Service.



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STICKING THROUGH
—Hanny in the Philadelphia *Inquirer*.

"The London War Office sees nothing in the disclosures of a sensational nature. It regards the evasions of the Treaty such as can be repaired by Germany in a short time. Most important of all, it sees no reason for delaying the evacuation of the Rhine."

It is "difficult" for the Jersey City *Journal* to believe that Germany, "with the shadow of its defeat in the last war still upon it," is preparing for another war. And Frank H. Simonds, one of the best authorities on conditions in Europe, in a Berlin dispatch to the Washington *Star*, says, "German public opinion insists that the Allies have merely taken advantage of a technical excuse to prolong the occupation of Cologne." He proceeds:

"Three clearly defined interpretations are placed upon the action of the Allies. First, all the elements in the population which continue to regard the whole Allied policy as hypocritical assert that there never was any intention on the part of the French to quit the Rhine, and the decision to stay now is no more than the fulfilment of a purpose always in the French mind since the close of the war, and indeed since the days of the French Revolution, when the French frontiers were for a moment carried to the Rhine.

"The Germans are indignant at the fashion in which they have been notified of the decision not to evacuate the Cologne zone. They also resent the delay in serving them with notice of the character of their alleged failure to disarm.

"At the moment the state of German opinion is hardly such as to suggest a present crisis or any danger to the Dawes plan. On the other hand, long delay in settling the matter, above all, any temporary decision which might prolong the occupation indefinitely, might confirm the views of the group which contains all the old order. German public opinion is becoming restive, a good deal of optimism which followed the London conference is disappearing, and those who forced German acceptance of the plan are being assailed as having deceived the German people as to the real purpose of the Allies. I do not think the situation is in any degree critical now, but if it is protracted for many weeks or several months it may become so, with possible unfortunate domestic consequences, notably in the general election for President, which comes at the close of May, and may be accompanied by the election of a new Reichstag."

AFTER EBERT—WHO?

A "GERMAN LINCOLN" whose humble origin, brief political career, common-sense "courage, genius for conciliation, consummate tact, superiority to purely party considerations, audacity, and devotion to democracy and republican institutions," remind the New York *Evening World* of our own Civil War President, dies after piloting his country through the raging seas of reconstruction, but while the waves still run high. What manner of man will succeed him at the helm? Has Germany been permanently established on a Republican basis during these six years of Friedrich Ebert's incumbency as the first President of the Reich? The two questions can not yet be answered, but the replies mean so much to Europe and to the world, as well as to the German people, that editors and press correspondents can not help giving us the benefit of their information, or their opinions. The New York *Evening Post* says that "Ebert's death seems to have intensified the political bitterness of the Teutons"; that it has revived the ambitions of the Monarchists, who feel that the way is now opened up "for a return by certain measured steps to monarchy." Ebert's death gives autocracy a great opportunity, in the opinion of the Richmond *Times-Dispatch*. As the Cleveland *Plain Dealer* explains:

> "Not since the beginning of the republic have the reactionary and monarchic elements been as strong as they are at present. Ebert was a bulwark of republicanism. Chancellor Luther, whose power will be increased by the death of the President, is a conservative, if not a reactionary. A presidential election is near at hand. Ebert was popular with all shades of German Republicans, and his influence would have been strong in the campaign. Now it is feared that Luther, the Nationalist, may be elected. If democracy is to be saved, it will not be by the election of another Socialist, but by some leader of the moderate parties of the center. Marx, the Catholic Centrist, is already named as probably the strongest candidate against Luther.
>
> "Europe had confidence in Ebert. It was felt that while Ebert was President there was a wholesome influence for honesty and sanity at the top of German affairs. Now there is distressing uncertainty. Luther might not be so bad, but the plutocratic Cuno or even some member of the Wittelsbach or Hohenzollern royal family is a possibility.
>
> "The German Republicans will have to be up and doing if they hope to make Germany safe for democracy."

But a Republican success at the polls, thinks the New York *Times*, will be made more likely by the general sympathy in Germany for Ebert's memory. This "stolid, pouchy, glowering saddlemaker," in the opinion of the Brooklyn *Eagle*, made the filling of his place less difficult by "showing his people that the future is safe under a Republican form of Government." As Arthur Brisbane enlarges on the same idea in the New York *American*:

> "Germans know now that an earnest, intelligent workman, with his fellow workers back of him, can manage the nation.
>
> "They know that a saber-waving all-highest, in partnership with God, is not necessary to national business."

P. & A. photograph

"FREEDOM MUST HAVE LAW"

This was President Ebert's watchword for the new German Republic. This picture was taken when he left the Berlin funeral service for President Harding.

The German Republic is substantially established, in the judgment of the Washington *Star*, two different monarchial movements having been definitely checked. The Schenectady *Union-Star* feels that the German Republic is safely going through its "sturm und drang" period:

> "During the bloodless revolution in government Germany endured unemployment. It saw its currency debased. Its people were impoverished. It was victimized by the few who profited at the expense of the many; but the ideal of self-government prevailed. It will not be overthrown. There will be no return of monarchy. The Deutsches Reich will stand. It has seen sound currency restored. It has passed the critical point. Henceforward it will rise. Its storm and stress period is passed."

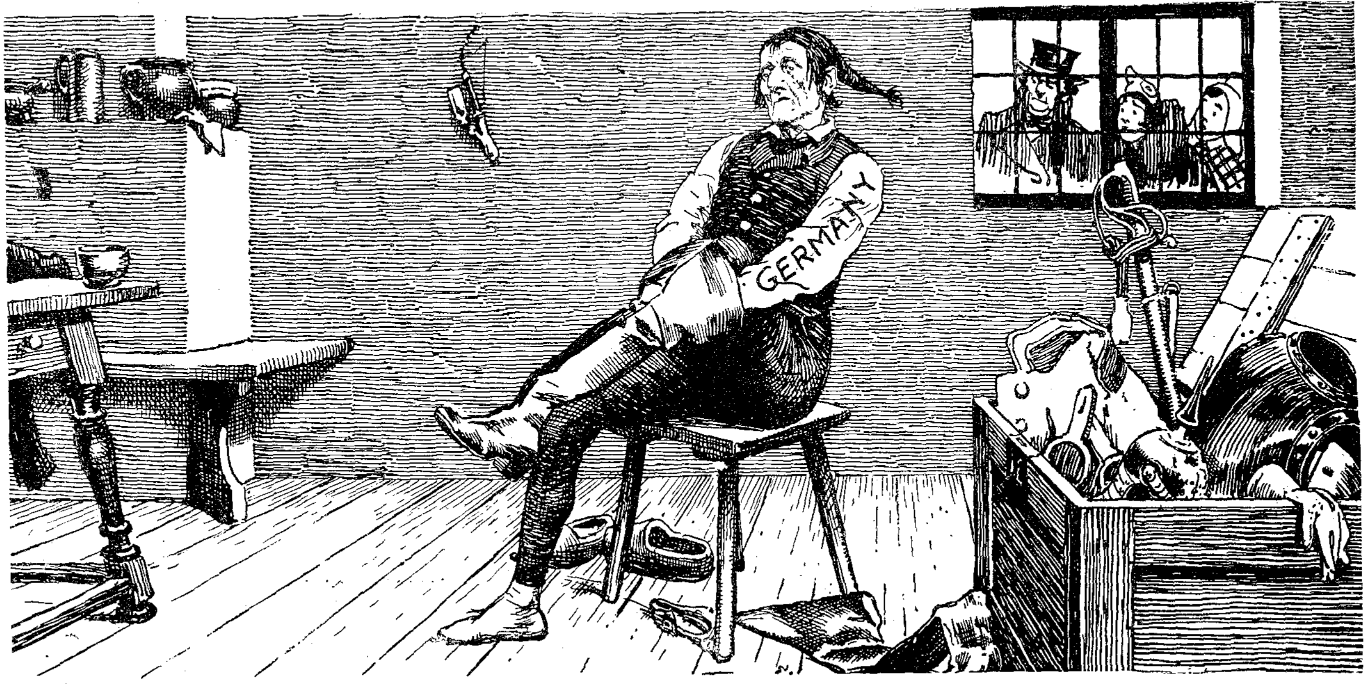
"Pessimists may croak, alarmists may lift up their voices in gloomy forebodings and reactionaries among the Germans themselves may exult over the death of the man whom they most hated and feared; but Kaiserism in Germany is doomed," agrees the Providence *News*. After "all the fears which have been exprest of a new reactionary movement in Germany, following on Ebert's death," the New York *World* finds encouragement in the fact that "the first post-Ebert move on Germany's part is the submission of a treaty of joint military guaranties between Germany and France."

President Ebert died on February 28, after having been in office since February 11, 1919. The next day, March 1, had been appointed as a day of national mourning for the war dead. But the day became one of mourning for the first President of the Republic. The death of Ebert left the Republic without a head, for Germany has no Vice-President. Chancellor Luther took the responsibilities at first, and the Reichstag is expected to elect a temporary executive to carry on until the election. This will be the first popular election of a German President, for Ebert was chosen in the first instance by the National Assembly, and was later continued in office by the Reichstag because of fears that an election would upset the nation when going through a delicate phase of the reparations crisis.

It has been decided to hold the election on March 29. To be elected on this day a candidate must have a majority of the votes cast. If there is no election there will be a second balloting on April 26, when only a plurality will be necessary for a choice.

Who will succeed Ebert? Let us first note what is said on this point, in a Consolidated Press dispatch, by one of Germany's foremost publicists, Maximilian Harden:

> "It is impossible yet to tell who the Nationalists will put in Ebert's place at the next election, which must be held before summer. General von Hindenburg is too old and too tarnished. Admiral von Tirpitz also is too gray-headed, and he never was popular. Admiral Scheer is not known well enough.
>
> "Doubtless the clever Nationalists will hesitate to provoke antagonism both at home and abroad by selecting an unmistakable militarist.
>
> "The oft-suggested candidacy of the former Crown Prince would certainly be a blunder. Prince von Buelow would have the best chance of election, but he probably is too old, being 77.
>
> "What is really needed is a genuine Monarchist who is not yet



"HE'S PUTTING ON HIS ARMOR AGAIN!"

—From *De Amsterdammer* (Amsterdam).

known prominently as such, and who is acceptable to the Catholic Center party. It is hoped that such a man will be found in the ranks of the south German nobility. The name might be Count Toerring or Count Lerchenfeld.

"At any rate, it is great luck for the Republic that the Monarchists lack at the moment any outstanding figure. The Republicans have no such figure, for the Center Catholics and Social Democrats and Democrats could not unite to-day on any one name.

"Herr Marx, that much-touted Catholic Democrat, who was Chancellor a few months ago, and who now is striving to create a Prussian Cabinet, is pushed forward in vain. He is too clumsy, especially in his choice of aides, and even the support of his own party in Rhenish Westphalia, his home, now is doubtful. Besides, he is co-author with Ebert of the Ruhr industrial indemnity, which is criticized among the electorate as a crime against the State.

"The result will again depend on the Center party, backed by the shrewd Vatican. Two things at least are certain: Nobody can be elected who has given reason for severe censure, even under the Empire, since July, 1914, and the new President, whether of the Right or the Left, as the Bolshevik Zinoviev recently said of Ebert, can not remain in office a day longer than General von Seeckt wishes."

"The campaign will be a bitter one," writes Joseph Shaplen from Berlin to the New York *Herald Tribune*, "as the Junkers and Industrialists are determined to seize control of the Presidency, regardless of the cost, while the Republicans are equally set on retaining this high strategic post." The list of those mentioned for the Presidency, writes T. R. Ybarra in a dispatch from Berlin to the New York *Times*, "runs the entire gamut from strong probability to maddest fantasy":

"Ex-Kaiser Wilhelm is mentioned. So is his eldest son. So are his other sons. Field Marshal von Hindenburg bobs up on the list of candidates, also Field Marshal von Mackensen—a German war celebrity who has known better than anybody hereabout to keep his mouth shut since 1918 and go his way, scornful of publicity. Then there is Admiral von Tirpitz—one can guess the degree of enthusiasm his name would arouse in America and England—and that sly old veteran of Imperial Germany, Prince von Bülow. Hindenburg, Mackensen, Tirpitz and Bülow are all very old men, past 70, and that alone would dim their chances even if there were no other reasons against their candidacy.

"To come down to really likely candidates, first and foremost stands ex-Chancellor Marx. At present he seems the strongest candidate of the parties of the Left. He would have the Centrists and probably the Democrats and Bavarian People's party behind him, and he enjoys much favor among the Socialists. On the other hand, the Socialists can not help remembering that Ebert, first President of the German Republic, was a Socialist, and may insist on putting one of their own men in the field. And right here there looms one of the main dangers to the German Republic. If the Republican parties split, one section backing Marx and another a Socialist candidate, it may give the parties of the Right an excellent chance to elect a candidate of their own and thus further weaken the Republic.

"Among the Socialists mentioned as possible Presidential candidates the most prominent is the Reichstag President, Lobe. Lobe has one admirable quality—the capacity of getting along swimmingly with members of all parties.

"Those stormy petrels, the Communists, are, of course, contemplating putting their own candidate for the Presidency in the field. It is said that passing over all men in their ranks, they will present as a candidate Frau Clara Zetkin, one of the best known German female Communists, who was recently in Moscow drinking deep at the well of Bolshevist doctrines.

"Nor does she by any means exhaust the list of those mentioned as possible successors of Ebert. Every party has its favorite and near-favorite sons.

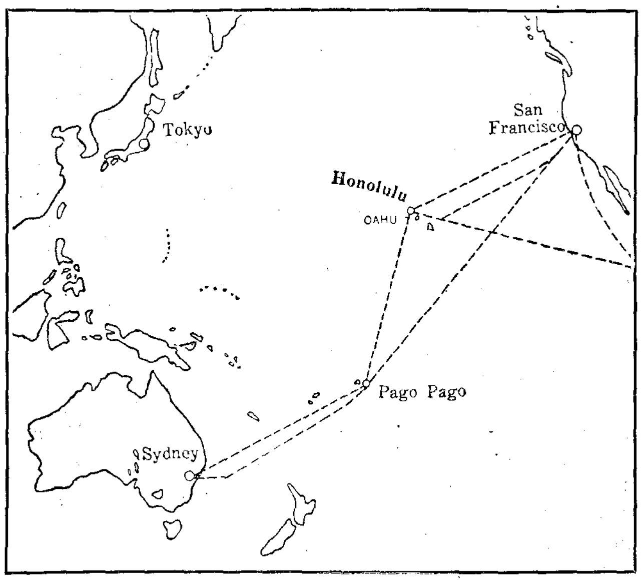
"Chancellor Luther is mentioned and Foreign Minister Stresemann, also ex-Chancellor Cuno, General von Seeckt, Defense Minister Gessler, General von Winterfeldt, Herr von Lobell, ex-Minister of the Interior Jarres, Herr von Kardorff and still others, and meanwhile new names bob up constantly."

In the opinion of the London *Sunday Times*, the final choice for President to Germany is likely to lie between Luther and Marx. In Paris, according to the dispatches, it is generally expected that the new President will be a less stanch Republican than Ebert, and it is recalled by French papers that there is nothing in the German constitution which would prevent a Hohenzollern or a Bavarian Wittelsbach from obtaining the Presidency.

Friedrich Ebert, the writers of the newspaper biographies remind us, was born in Heidelberg in 1871. His father was a tailor. He received the practical equivalent of a high school education, but was soon apprenticed to a harness-maker. He became interested in Socialism, wrote on labor topics, worked as a newspaper reporter, became a trade union official, and in 1912 was elected a Social Democratic Deputy to the Reichstag. Here he soon became a party leader. He supported the Government's war policy, but at the end of the war led in the movement establishing the Republic. He became provisional President, February 11, 1919, and took office as President under the constitution in August of the same year. In the six years of his administration, Ebert had nine Chancellors.

OUR GREAT SHAM BATTLE IN THE PACIFIC

"HAWAIIAN ISLANDS CAPTURED!" This newspaper headline, in letters six inches high, may greet you over your morning coffee within a few weeks, for the "Black Fleet," comprising battle-ships, destroyers, submarines, and other craft in Pacific waters, is scheduled to attack the "Blue Fleet" somewhere in the Pacific in the "most extensive naval maneuvers in our history," to quote the Philadelphia *Inquirer*. The greatest array of fighting ships ever assembled in the Pacific, says an Associated Press dispatch from San Diego, will sail from San Francisco for Honolulu April 15, to begin a sham battle that was mapped out three years ago. But, we are reminded by the Chicago *Tribune*, "on account of the agitation in Japan against the concentration of 140 American ships of war in Pacific waters, no public announcement was made until President Coolidge formally approved the War and Navy Departments' plans."



"THE GREATEST SHAM BATTLE IN HISTORY"

Is scheduled to take place in May near Oahu, Hawaiian Islands. The "Blue Fleet" and the "Black Fleet," comprising the most formidable array of fighting ships ever assembled in the Pacific, will strive for a tactical victory. The Battle Fleet will then visit Australia, and perhaps New Zealand, returning to the United States late in September, over the routes indicated on the map.

A few months ago, "following the passage of the exclusion provision of the immigration law, with its implication of inferiority," as one paper puts it, various Japanese organizations and newspapers denounced the proposed maneuvers as a threat, if not an overt act of war, against Japan, despite the fact that the Japanese Navy has recently concluded similar maneuvers far to the eastward of Japan. "The coming tryout of the Pacific Fleet will be illuminating, apart from the maneuvers at Hawaii," thinks the Pittsburgh *Chronicle Telegraph*, "and it is good to know that the silly opposition has been without effect." In an article by G. K. Spencer, in the New York *World*, we are told that—

> "Weighing from San Francisco on April 15, the fleet is expected to take up its 'circular formation,' by which the forces arrange themselves in a circle around the flag-ship. From the center, or flag-ship, of this circle, the distance may be as much as 500 miles, or only a few miles.
>
> "Ten days after leaving the United States mainland, the attacking fleet will make contact with the defending air forces, part of which will have arrived direct from Panama.
>
> "Contact with the defending fleets will be made by the scouts. If all surface contacts fail, the air forces are regarded as infallible.
>
> "From general air engagements, in which will be used secret air tactics of surprizing thoroughness, and communication tests, in which great efforts will be made to 'break' our own codes by radio and other means, to subtle 'quiet scouting' and psychological assaults on enemy air pilots, radiomen and officers with their crews, the fleets face what is undoubtedly the mightiest scientific exhibition yet seen on this earth. Even floating drydocks will be employed, by which a ship of the Navy may be actually lifted out of the water at sea and repaired. Where islands are not to be had, floating bases will be protected by aircraft capable of meeting any enemy air concentrations.
>
> "The decline of infantry movements, such as landing parties, fighting under fire, is noticed in the plans, which call for heavy aerial bombing and long-range bombardment to silence an enemy before a man is landed. Long before our fleets reach their points of battle, the aircraft are scheduled to be 'on the situation.'
>
> "Perhaps the most spectacular part of the operations consists of the employment of gases and smoke screens. Every conceivable naval and air operation, except individual combat between two ships, necessitates the use of smoke and gas.
>
> "The Battle Fleet, with three light cruisers, to be detached from the Scouting Fleet for permanent service on the Pacific, will weigh for Australia July 1 by way of Pago Pago, but arriving in Australian waters July 16. August 25 all United States forces will leave Australia, arriving at Pago Pago, American Samoa, August 31, and at Honolulu, September 10. Leaving Honolulu, on September 20, the forces of the United States will reach home continental waters September 28, just five months and three days after taking their departures for the 'war.'
>
> "The actual tactical victory which one side or the other will gain is not especially interesting to the Joint Board of the Army and the Navy. What the Board wants to know is the condition of the defense, the favorable anchorages, and just what peculiar tactics might possibly succeed in subduing the defense. For the defense of Hawaii in the event of war is a cardinal point in United States strategy. The islands must be defended at all costs."

In the opinion of the Army General Staff:

> "The Islands are relatively more difficult to defend from the sea than a similar continental area or coast line, but with our fleet in the Pacific there should be no difficulty in defending them, because our fleet is stronger than that of any other Power in the Pacific, and because an enemy to attack the Islands would have to come from a greater distance, and could, therefore, be met on more than even terms by our fleet based on Oahu."

After the attempt to land an enemy force in the Hawaiian Islands, with every type of war equipment, including tanks, notes the Philadelphia *Inquirer*, there will be other maneuvers until the middle of July. The fleet will then break up, most of it returning to the United States; "but the finest of our ships will be detached to make the long 'friendship voyage' to Australia, over which there has been so much discussion." The Japanese organizations and newspapers which objected to the concentration of our war-ships in the Pacific, it will be recalled, also objected to this exhibition of friendship toward Australia, whose exclusion laws are said to be even more drastic than our own. But, points out the Washington *Daily News:*

> "All South and Central America might much better consider it a threat every time an American war vessel went to Panama. In this particular case the Hawaiian maneuvers might more logically be considered a threat by the British in Fiji and Australia and New Zealand, and the French at Tahiti, than by the Japanese."

In the opinion of Robert T. Small, Washington correspondent of the Consolidated Press Association:

> "Certain unofficial objections by Japanese have made it impossible for the United States to change its plans even if such a move should be considered advisable from motives of economy or otherwise. For if the plans were changed, the world would take such a step as an admission that something ulterior must have been intended or that Japan has 'bluffed the United States' into a position of backing down. These Pacific maneuvers and the trip to Australia must be carried out in every original detail.
>
> "Ever since the arms conference about two years ago, when there came a realinement in the Pacific, Australia and New Zealand officials have desired a visit from the American fleet. After the recent visit from the Japanese fleet in all its majesty there was a more insistent demand than ever for an American tour."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

However, the aircraft probe has disclosed no shortage of air. —*Dallas Journal.*

When will Prohibition be old enough to do without its bottle? —*Columbia Record.*

In American athletic circles it appears that the Finns are in the swim.—*Manila Bulletin.*

One thing the world needs is an amplifier for the still small voice.—*West Palm Beach Post.*

The conservative Easterners who think Pa Ferguson the real power are single men.—*Vallejo Chronicle.*

If ever Christian nations adopt Christianity, they can cut expenses about 80 per cent. —*Bridgeport Star.*

We have nobody who can run as fast as Nurmi, but Mr. Bryan ran about as often.—*Stamford Advocate.*

You can't dodge puzzles. If you don't care for cross-words, there are the parking ordinances.—*Key West Citizen.*

The burden of moving may be lightened by first taking home the things you have borrowed.—*Hartford Times.*

Still, if France pays her friends all that Germany pays her, who pays for the devastation?—*Chatham (Ont.) News.*

Men fight for freedom; then they begin to accumulate laws to take it away from themselves.—*Waterbury American.*

The ancient galleon crossed the seas with difficulty, but it landed more easily than the modern quart.—*San Jose News.*

One New York man says he spent $10,000 on his son's college education and only got a quarterback.—*New York American.*

When all nations are completely converted to the World Court idea, there will be little need of it.—*New Britain Herald.*

Keep too many irons in the fire, and one of them will burn you.—*Columbia Record.*

Middle age may perhaps be defined as that period in life when you're going to feel just as well as you ever did in a day or two.—*Ohio State Journal.*

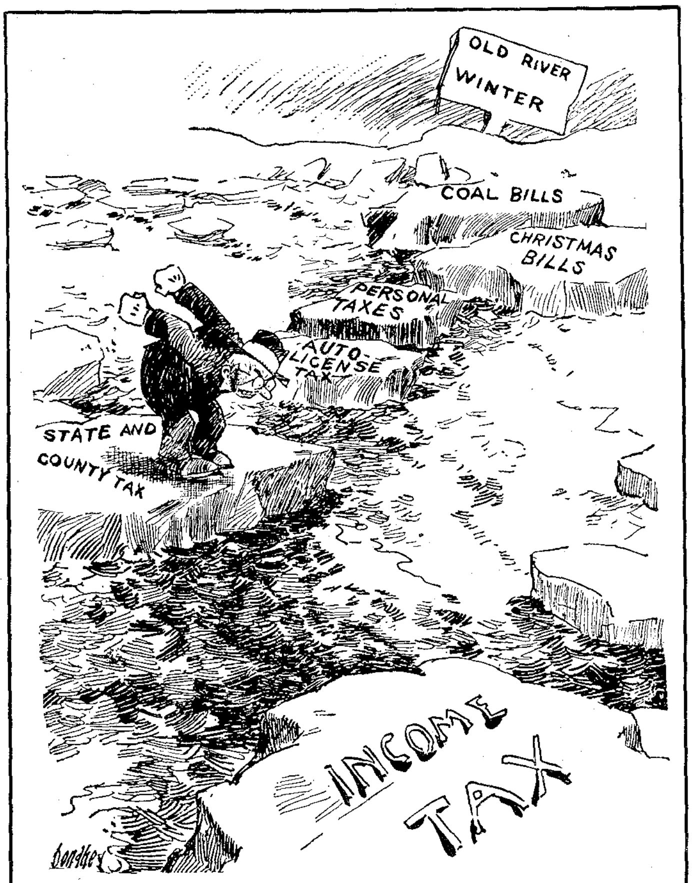
Of course it is none of our business, but we are not going to quit worrying until we find out what became of the Chinese War.—*Macon Telegraph.*

Alfonso of Spain decides to put his country into the race for air supremacy. A King may need a fast plane any hour.—*New York Evening World.*

"We should pay our lawmakers what they are worth," says a contemporary, but wouldn't that be a case of extreme cruelty? —*Norfolk Ledger-Dispatch.*

The Prince of Wales has been voted $75,000 for his forthcoming trip. Sounds as if he expected to spend a week at Palm Beach.—*Pittsburgh Chronicle Telegraph.*

Any statistician can figure out where our taxes are going to, but what the taxpayer wants to know is where they are coming from.—*Norfolk Virginian-Pilot.*



—AND NOW FOR THE BIG LEAP!

—Donahey in the Cleveland *Plain Dealer.*

The radical cry now seems to be, "La Follette, where are we?" —*Columbia Record.*

It is hard for a rich man to get into heaven. Or jail.—*Brockville (Ont.) Recorder.*

Hint to husbands: One way to have the last word is to say it with flowers.—*Palatka News.*

Another thing that is very good for the complexion is to let it alone.—*Greeley Tribune-Republican.*

The hard part of being poor is trying to save while spending as much as the rich do.—*Calgary Herald.*

Lost time is never found.—*Knoxville Journal.*

If we can't avert war entirely, let us at least postpone it till the last one is paid for.—*Des Moines Register.*

The price of Congressmen doesn't seem to follow the law of demand and supply.—*New York Evening World.*

The ant may afford a good example of industry, but he seldom gets on the front page. —*Associated Editors (Chicago).*

"Women have keener minds than men." This wins the annual prize in the faint-praise contest.—*La Grange Reporter.*

Russia believes not only in giving them liberty or giving them death, but giving them both.—*American Lumberman.*

Republics are not so ungrateful. They wait until heroes are dead before casting those hideous bronzes.—*Kingston Whig.*

"Don't pay too much income tax," says The Digest. And don't chuckle so while having teeth pulled.—*Trinidad Picketwire.*

Considering the caliber of some Congressmen, that $10,000-salary bill should be listed as a pension measure.—*Indianapolis Star.*

These are the good old days we will be longing for a few years from now.—*Columbia Record.*

President Coolidge has caused some giggles by riding a mechanical horse. Just practising, perhaps, for roughriding the machine elephant.—*Brooklyn Eagle.*

You have to admit one thing about General Mitchell. He can go up in the air just as easily in a committee-room as on a flying-field.—*New York Herald Tribune.*

British surgeons announce a liquid that will make a coward brave. We still have some over here, but it takes a brave man to drink it.—*New York Evening World.*

One man manufactured something the people needed. He made a living. Another manufactured something they didn't need. He made a fortune.—*New York American.*

The Senate has ordered the preparation of data on the causes of the World War. Aha! Then the Senate knows that there was a World War. We are getting on.—*Chicago Tribune.*

Reports from Washington announce that Everett Sanders, the new secretary to President Coolidge, was born in a log cabin. This is opening the 1928 campaign a bit early.—*Life.*

FOREIGN - COMMENT

RUSSIA'S HAND IN THE CHINESE PUZZLE

VERY SIGNIFICANT CHANGES are taking place in China, it appears, especially as regards the country's relations with foreigners. Most of the changes, according to a contributor to the Tokyo *Trans-Pacific*, may be traced to influences which have been at work since the November revolution of 1917 in Russia. The results of the Soviet régime in Russia are said to have had "more direct effect on China than the Washington Conference of 1921-1922." Ambassador Karakhan from Russia is described as being perhaps the most influential foreign representative in Peking and "certainly his agents and friends are reaping an early harvest in China." The movement against foreign treaties, which is one of the chief points of the policy of the new China, is said to have received a good start, and the first outcome of it is the report that before 1925 is over there may be at least three foreign ambassadors accredited to China. This informant goes on to say:

International Newsreel photograph

"A BIG MAN IN CHINA"

Soviet Russia's Ambassador, L. M. Karakhan, who is described as being "perhaps the most influential foreign representative in Peking," and "whose agents and friends are reaping an early harvest in China."

> "It is doubtful if either Japan or Great Britain would even be considering raising their Peking Legation to an embassy at this time if no other Power had an embassy at Peking; but, since Russia has had an ambassador for several months and Japan is preparing to appoint one, also, the other 'great' Powers, especially Britain, will be obliged to follow suit. All this indicates something: the situation in China, surely, does not warrant any such sudden changes of policy on the part of the Powers, as the Chinese have not taken any definite steps to carry out in any way the resolutions passed at the Washington Conference. Even the Lincheng outrage indemnity had not been paid by the middle of January, despite Marshal Tuan's promise that the money would be handed over soon. The railway situation in China had become worse, and internal peace seemed far off.
>
> "Why, then, should Japan, Britain, and, perhaps, other Powers show a desire to raise their legations to the rank of an embassy? Why should any treaty Power plan to appoint higher diplomatic representatives to China which has not given any particular proof recently of deserving such honor? No doubt there are all sorts of reasons, and the most weighty may not even be mentioned in case the change takes place. The fact, however, is that Russia has already pointed the way and the other Powers must follow, whatever their private opinion of the Soviet Government or of the Communist party may be; and, evidently, the first Power to imitate Russia will be Japan, unless Britain acts first."

The continuance of the Soviet régime has given it considerable influence in Asia, we are told, and Russia would be immensely pleased if China, or part of China, should join her in the Union of Socialist Soviet Republics. This was the Russian dream, it appears, until recently when, at the collapse of the Peking régime backed by Wu Pei-Fu, a new force entered into the political life of the "nominal republic." This writer recalls that:

> "Ever since the October *coup d'état*, radical revolutionary, Communistic influences have had a hold, not as yet very firm, perhaps, on the Peking régime which is recognized by all the Powers as the *de facto* Government of China. Whether this régime stands or falls may depend chiefly on the chance it has of compromising with the 'left wing' of Dr. Sun's party. Yet, at such a time, foreign Powers which desire their treaty engagements maintained consider appointing ambassadors to China—seemingly in an attempt to offset the efforts of the Russian embassy at Peking!
>
> "Not since 1900 have the Chinese leaders been so outspoken in their plan to alter existing relations with treaty Powers. Without the backing and encouragement of a foreign ambassador, even these Chinese leaders would scarcely risk openly urging 'rectification' of treaty relations with foreign Powers. The policy of the Russian representatives in China has consistently been to embolden the Chinese leaders in order to get them to embarrass the treaty Power. Russia would naturally benefit from such a situation, and, of course, Russia argues, so would China. Many Chinese of the returned-student type concur. Consequently it is not surprizing to find an ever-growing group of 'Young China' demanding a radical revision of treaty relations between China and the other Powers, and the most defiant demand the outright abrogation of all existing 'unequal' treaties, without specifying what should fill the vacuum."

According to this writer, the radicals have no wide support in China, nor have the militarists, and what is really going on, he says, is "only a tug-of-war between a small number of individuals who desire to get into office and control the revenues of the country." There are some, he concedes, who are sincere and mean to help the country, but they are said to be in the minority and "would be drowned out in case their faction came into power." While the great merchant trading class of Chinese is hostile to radicalism in politics and economics, and while the farmer-peasant class, the largest in China, is apathetic and bent only on getting a living despite everything, we are advised that the ruling class at present consists of politicians who are also militarists, and politicians who would like to possess the same power. We read then:

> "The policy of the 'left wing' of Dr. Sun's party seems to be that of undermining whatever exists at present, whether it be treaties between China and foreign Powers or understandings between Chinese military-political leaders. 'Down with the treaties!' and 'Down with those who oppose us!' are practically the same, in the opinion of this group. When pinned down to detail and fact, the radical usually tries to wriggle out of whatever exciting statement he has just made. For the present he is contented with mere agitation, hoping that he may eventually win something as a result of confusion and uncertainty which are bound to ensue from the seeds he is sowing. The Russian method is to help in this work, seeing in it a strong ally against all opponents of Russian influence, whether foreign or Chinese."

In the meantime, this informant tells us, the present Tuan régime at Peking is pushing its endeavors to capture the whole country through distributing official appointments, and he adds:

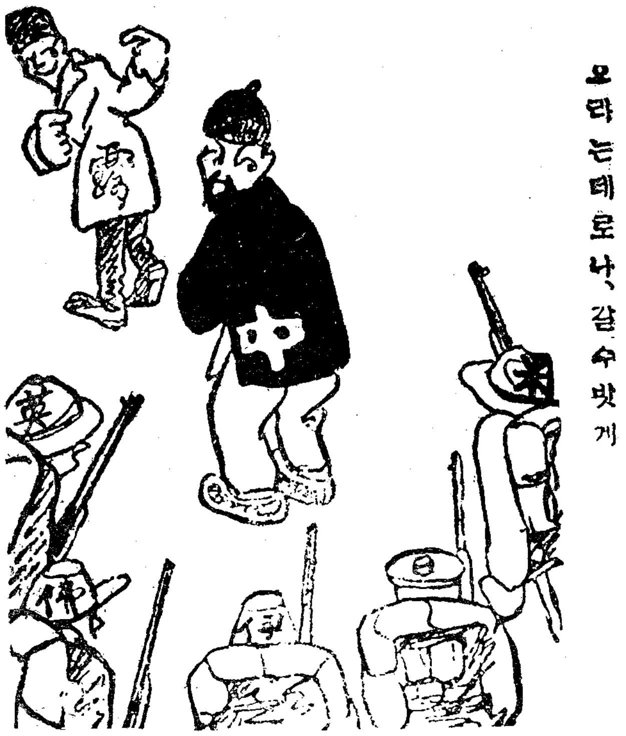
"Already a series of 'reforms' in official titles have been carried through; there are no more super-tuchuns or tuchuns in China, but there are just as many other military titles with equal power to replace them.

"Chang Tso-Lin is placed in charge of defense and colonization of Manchuria; Feng Yu-Hsiang is placed in charge of the same duties in the 'northwest,' a region lying between Peking and Mongolia; and a number of 'bandit suppressors' and 'pacification commissioners' over two or three provinces, as well as a tupan for each single province, have been authorized by Marshal Tuan. In reality, there has been no reform but only change of title and personnel. In short, Tuan is trying to revive the power over China which he exercised in his heyday five years ago, before he was ousted by a combination of Tsao Kun, Chang Tso-Lin, Wu Pei-Fu and Feng Yu-Hsiang. It would be irony indeed if these same men should once again combine to throw his steam-roller out of business.

"It is pretty generally asserted that Tuan has the hearty support of the Japanese interests in China, while Russia is encouraging other elements to oppose Tuan. The other Powers, forced to choose between Russia and Japan, seem inclined to support Tuan as the most likely man to preserve their treaty rights until such a time arrives when a revision in accordance with the Washington resolutions may be forthcoming."

China's "new nationalism" is held by *The China Weekly Review* (Shanghai) to be responsible for the chaotic and confused conditions in the country, which have not been paralleled since the appearance of the Europeans on the China coast during the first quarter of the sixteenth century. This weekly goes on to say:

"Wherever one goes, with whomever he talks, whatever he reads, he is brought face to face with confused pessimism or, more rarely, hesitant optimism. The newcomer knows not what to make of China, while the old China hand frankly admits his confusion which is compounded with hopelessness of the future. China is often likened to a whirlpool whose ceaseless sucking currents draw toward its center all objects within a wide radius. There seems to be no cause for the motion, no object, and no constructive result."

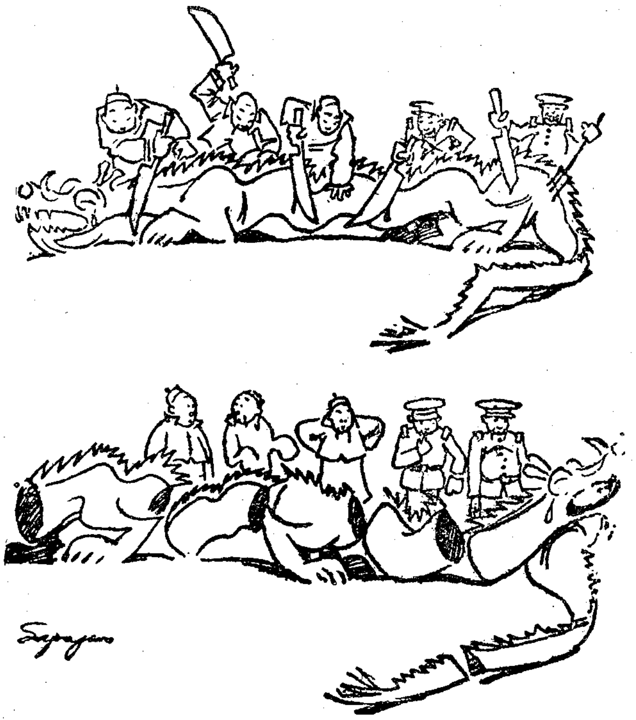


"THE MOST FAVORED NATION"

In China's eyes will be Russia, according to the Korea *Daily News*, which sees China surrounded by Great Britain, France, Italy, Japan and the United States, all in arms, while Russia beckons to China from which, it is said, she is to receive most consideration.

BRITAIN'S "BEST AMBASSADOR"

FOR THE FIRST TIME in history a member of the British Royal Family is to be the guest of important South American States, remark certain London editors, who are keenly interested in the forthcoming tour of the Prince of Wales to the British Dominions in Africa, and to the great Latin Republics south of Panama. This journey, it is noted, will occupy six months of his time, and it has attracted special attention because of the objections raised by some Socialist members of the House of Commons to the travel allowance of £15,000. Not a penny of this will be spent on his personal amusement, observes a contributor to the London *Evening Standard*, who speaks of the Prince as "Envoy Extraordinary of the whole Empire," and adds:



"WHO WILL PUT THE DRAGON TOGETHER?"

Asks the Shanghai *North China Daily News*, which pictures China as a dragon being cut to pieces by warring leaders.

"In truth the paltry sum is not much more than an American millionaire and his family will spend on a round-the-world trip. I suspect it is a good deal less than the cost of one of the many European trips that Mr. Lloyd George found it necessary to make after the peace.

"But Messrs. Kirkwood, Buchanan and Wheatley meant nothing; it was a blow in the class war which hurt nobody but themselves. Indeed, we ought all to be grateful to these revolutionary Maenads for widening the rift between themselves and their leaders, as well as for calling attention to the popularity of the Sovereign and his family, which 'grows with the growth and strengthens with the strength' of democracy."

On the other hand, a Labor organ, the London *Daily Herald*, declares that any one who drew from the debate in the House of Commons the conclusion that the Labor movement wishes to abolish royalty would go astray. But, this daily avers, the debate meant that royalty is "not improving its position in the minds of intelligent people," and it proceeds:

"For this a number of reasons could be given. We will suggest two or three.

"The Royal Family appears to be anxious above all things to avoid change, to maintain old pomps and ceremonies, to keep up the formality which was invented at small German Courts, and brought here when the sovereigns of one of those Courts became Kings of England.

"We say 'appears,' because it may be that this is not the desire of the Royal Family themselves: it may be forced upon them by foolish advisers. In that case we would urge that they should assert themselves: they would find their own simpler, more sensible, tastes much nearer to those of the nation than are the tastes of their foolish advisers.

"Next, it appears that the chief interest of the Royal Family is in racing. They never fail to attend the principal meetings. It is their patronage which keeps up the prestige of this form of sport, which is entirely dependent on betting for its popularity, and which, through betting, does an enormous amount of harm. It was solemnly announced the other day, that Princess Mary was to have a 'racing residence'; her very rich husband, it is well known, spends a great deal on race-horses. These things have sunk deep into the public mind."

Another matter of which the people are talking, according to this Labor daily, is the trip of the Duke and Duchess of York in East Africa. All that has been heard about the Duke and Duchess, it is said, is that they have both shot rhinoceroses, and a large number of other wild creatures, which, "surely came into being for some better purpose than to be slaughtered by royal rifles." We read then:

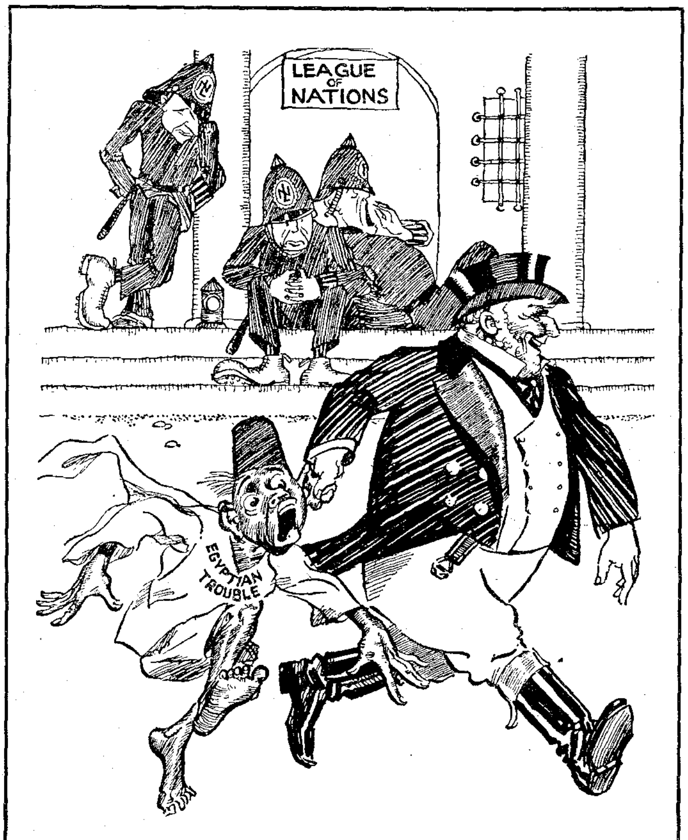
> "It would be unfair to put all the blame upon the Royal Family for allowing themselves to be 'run' so exclusively by one class, adopting all its habits, identifying themselves so thoroughly with all its interests. That has always been the tradition. An effort is required to break with it. But we do suggest that such an effort is desirable—indeed, necessary.
>
> "On our part, we ought, as a people, to make an effort also—an effort to find some job for the heir to the throne, some regular occupation which would make him part of the machinery of government. Bagehot pointed out long ago the disadvantages against which sovereigns and their heirs have to struggle. The passages in which he did so ought to be learned by heart by all royal children. Then they would understand what is meant by the protest against lavish spending on royal tours, and they would do their best to remove the grounds for criticism."

The original invitation to visit South America, we learn from the London *Daily Mail*, came from President Alvear of Argentina, and has been followed by invitations from Uruguay and Chile. It would have been churlish and ungracious to reject such hospitality, thinks this newspaper, which adds:

> "As to the immense future of South America there can not be the slightest doubt. Its wealth of every kind is extraordinary, and the advance of its leading nations, and in particular of the Argentine and Chile, has been singularly rapid. In both those republics there has always been a cordial feeling toward Great Britain, which wise statesmanship would do its utmost to strengthen. They are of the more importance to us because their peoples are such excellent customers for British goods of the best class.
>
> "Not less important is it that the Prince should complete his tour of the Dominions by his long-promised and long-arranged visit to South Africa. The invitation, which was originally given by General Smuts, has been renewed by General Hertzog, and there is a general desire in the Union to welcome the heir to the throne and show that South Africa understands the ties of loyalty. And this can be confidently said, that the Prince in the past has proved himself Britain's best ambassador."

JOHN BULL'S EGYPTIAN BURDEN

THE MURDER OF THE EGYPTIAN SIRDAR, Sir Lee Stack, has apparently awakened the minds of many in England to the fact that the broad basis of the British position in Egypt is a thing of the past. It had begun to go, we are told, even before the war, but the war brought with it the formal abolition of Turkish suzerainty, leaving the British as "the only visible impediment to Egyptian independence," and concentrating on them the attention of "nascent Egyptian nationalism." Arthur Ransome, a special correspondent of the Manchester *Guardian*, has been investigating conditions in Egypt and he points out that one result of the war in Egypt, was a sudden deterioration in the quality of the Englishmen with whom the ordinary Egyptian had to deal. The best of the young English officials went off to enlist. When they were replaced at all, he relates, they were replaced by men of lesser caliber, and when the crisis came, over matters that affected the fellah more closely than the Egyptian of the upper class, many of the Englishmen did not know Arabic, had to work through interpreters, and so "put the fellah once more at the mercy of other Orientals backed now with English authority." Further, we read:



HE MANAGED THIS LITTLE AFFAIR HIMSELF

—*Glasgow Bulletin.*

> "The war brought with it for the great Egyptian masses a patent disproof of the hitherto established belief that the Englishman's word was as good as his bond. The war began with an English promise that it should lay no burden on the Egyptian people. It ended in wide requisitions of food and of beasts, only less important to the peasant than the waters of the Nile, at prices often far too low, and in the employment of a huge Egyptian labor army recruited by methods that could be called voluntary only in an official document. Appeal against official oppression there was none, for these things were done on behalf of the Power to which previously people had been in the habit of appealing. This affected chiefly the laboring population of the country. The intellectuals were antagonized by the assumption on the part of the Residency that Egyptians were necessarily as interested as Englishmen in winning the war for England. The position was not improved by the presence of large numbers of troops, many of whom, not English, were very undisciplined, and, by behaving as they behaved in England, only worse, brought upon us an unpopularity that was something quite new in the history of our occupation of Egypt."

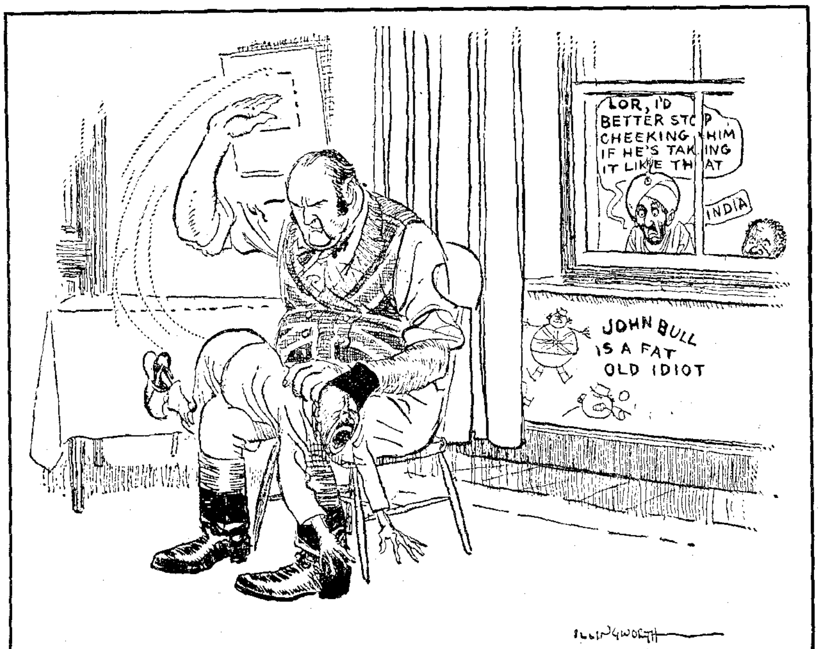
The result, Mr. Ransome goes on to say, was the thing called "the Egyptian revolution," which was not a revolution at all, but an anti-British revolt, a revolt that spread all over Egypt and was aimed—in so far as it had any definite aim and was not due to pent-up exasperation—at making our position in Egypt impossible at whatever cost to the Egyptians themselves. What is more—

> "It was taken as an opportunity for much disorder of a non-political kind. Robbery flourished. Occasional police stations were burnt. But the bulk of what was done, whether in destroying railways or murdering Englishmen, was directed against the

British occupation. It was duly supprest with a fair number of executions, a great number of floggings, many sentences of penal servitude, and some destruction of villages. It is perhaps worth remembering that this, the most serious revolt against our presence, occurred not when our forces of occupation were nominal, but at the time when we had in Egypt and close by the greatest number of troops available for immediate action. It should also be remembered that the country was under martial law and that all the executions, floggings, and imprisonments were dealt out by British military courts, so that the Egyptian ruling classes escaped all kinds of responsibility, and were even able to profit by it in getting national support for what before the war had been an anemic and intellectual movement."

Lord Allenby went out to Egypt in time to prevent this régime from developing what it considered defensive action into offensive action of the character adopted by conquerors in a country of refractory savages, and we are told:

"In the face of severe provocation he again and again urged personally on our soldiers a moderation that in the five years he has been here has done a great deal to restore our prestige and deprive anti-English extremists of the universal sympathy on which at one time they could count.


LOR, I'D BETTER STOP CHEEKING HIM IF HE'S TAKING IT LIKE THAT
INDIA
JOHN BULL IS A FAT OLD IDIOT
ILLINGWORTH

A LESSON FOR THE OTHERS
—*The Western Mail* (Cardiff).

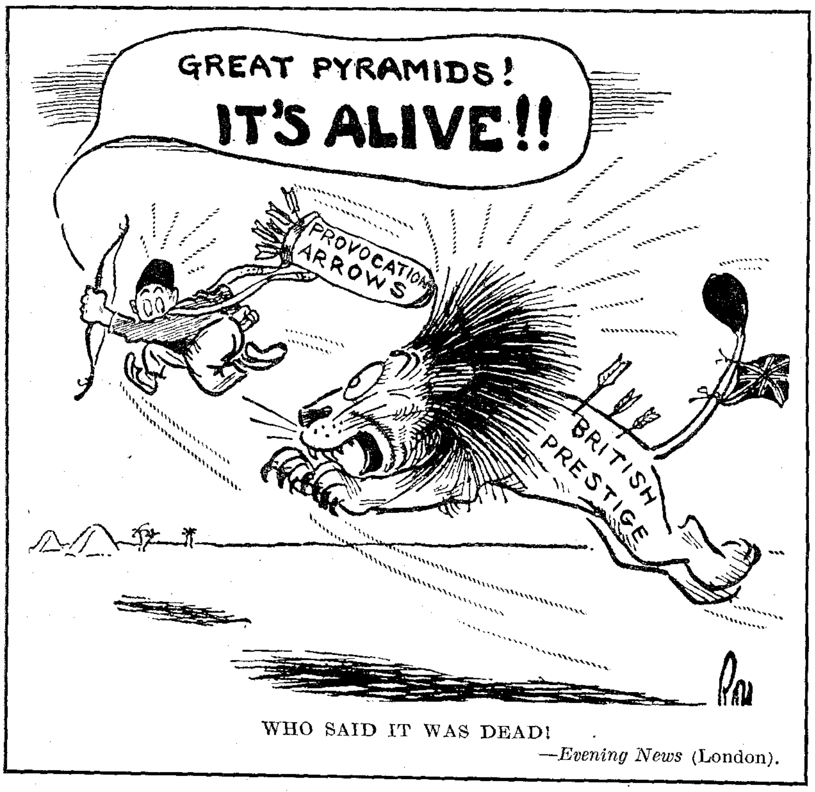
"But he found in Egypt a situation that none of his predecessors had known. Englishmen had ceased to be gods, and had come to be regarded as occasionally maleficent human beings. The whole of the Egyptian educated classes had read our declarations during the war and President Wilson's at the end of it. We were no longer necessary as a support against Turkey. Not one Egyptian of any class could be found who would declare openly that he was not looking forward to a day when England, preferably with handshaking and friendly words on both sides, would depart from an Egypt in which she had somewhat outstayed her welcome. It was no longer possible to forget for a moment that our occupation of Egypt, so long piously described as temporary, was actually not intended to be a permanent thing. While Lord Cromer was in Egypt he never forgot that Egypt was to be taught to govern herself. Later Residents were inclined to think that it was enough for Egypt to see how well we governed her. Lord Allenby was faced with the much more difficult task of preparing and safeguarding an honorable retreat from an impossible position. He made some mistakes, but these were altogether outweighed by the fact that he really believed that England meant what she said. The fact of such a man's belief, together with the fact that he was prepared to resign rather than go back on his own word, raised the Residency far above the immediate squabbles of the time. Lord Allenby's detractors have said that he governed Egypt by fits of temper. It should be remembered that their quarrel with him is that he did not govern Egypt in a fit of temper that lasted all the time."

As far as the task of the Residency was that of supervising the Government of Egypt, this narrator points out, it had to deal with a new and much more self-conscious country. Intimacy with the Residency is said to have been enough to make an Egyptian suspect by his fellows, and every Egyptian Ministry "had to support the accusation that it was the tool of the English." It was sometimes difficult to get a Ministry at all, we are told, and successive Ministries had to be given something or other to hold in their hand in order to show that they had got something for Egypt from Britain. We read then:

"In this way they got a rather ambiguous declaration about the protectorate, the removal of the protectorate, the return from exile of the political rivals of the Ministry in power, the Constitution, in the struggle over which the Residency took the part of the people against reactionary forces, and finally the removal of martial law. The Residency has always tried to avoid identifying itself with any particular Egyptian party. . . ."

It is only now, Mr. Ransome informs us, after the abominable murder of the Sirdar by men whom all parties alike condemn, that the Residency has been forced into a position where it may, whether in likes it or not, be constrained to become the main support of one party against the others, and he adds:

"That danger may not arrive. I am told that it is useless in Egyptian politics to look beyond the week after next. Certain Egyptian politicians, however—not those at present in power—are looking far beyond the week after next and are persuaded that we shall be unable to extricate ourselves from a position that will leave us not only powerless to come to a real agreement with Egypt, but also unable to do anything but remain here for their own support. If that occurs there will be little to prevent the wheel from swinging full circle, and we may find ourselves not the last resource of all men against any one who exceeded his rights against them, but bearing the brunt of the unpopularity of one man who may, unwillingly perhaps, be forced by successive events to set himself against all."



WHO SAID IT WAS DEAD!
—*Evening News* (London).

CHILE'S PRESIDENT WHO CAME BACK

THE HOT-HEADED YOUTHS who practically exiled President Alessandri of Chile to Europe on September 5 and set up a military government, we are told, deposed less than five months later the military leaders they had raised to power and pleaded with Alessandri to return to his country and effect the reforms that had been promised to the people. The President agreed to return, we learn from the press, but only on sufficient guaranties that his presence would establish concord and result in the formation of a civil government above partizanship, which would be pledged to legal, peaceful conduct of governmental affairs. The conditions which President Alessandri cabled to the leaders of the young officers' coup in Santiago are recorded as follows:

> "Immediate constitution of a civil government.
>
> "Full exercise of constitutional functions by the President of the Republic; all the military officers who have been taking part in the Government to return to their own functions.
>
> "Immediate convocation of a Constituent Assembly to decide on constitutional reform.
>
> "This same Assembly to establish rules under which a new Chamber, Senate and President shall be chosen in time for President Alessandri to transmit the power to his successor next December 23."

International Newsreel photograph

"MY ONLY AIM"

President Alessandri avers, is "to secure the happiness and welfare of the Chilean people."

The press inform us further that Alessandri's return was at first bitterly opposed by the Navy, chiefly, it would appear, because the stroke by which the Altamirano Government was overthrown was effected without the knowledge or consent of the Navy representatives. What is more, it is related that Army officers put in prison Admiral Neff, a member of the former Government. During three days, it is said, there was danger of civil war in Chile, and it was averted through the mediation of Agustin Edwards, Minister to England, and ex-President of the Assembly of the League of Nations. A noted Liberal leader, Señor Joaquin Edwards Bello, is quoted in the Chilean press as saying:

> "The trouble with us is that we live in a state of eternal preparation for elections. It is the sole occupation of politicians and rulers. The whole fabric of national life is upset by the brevity of a five years' presidential term. It may safely be asserted that no sooner is a man elected than the whole country begins to speculate on his possible successor."

It is also disclosed that President Alessandri's conditions for his return were immediately accepted by the new Junta; and it is said that he has pledged himself not to campaign for reelection, to call a Constituent Assembly, and to carry out the reforms promised by the promoters of the September upheaval. Interesting light on the causes for the recall of the President is afforded by the Buenos Aires *Nación*, which says:

> "President Alessandri's political resurrection is due to the error of his opponents in nominating Señor Errazurriz on the Conservative ticket. Two circumstances confirm our belief. One is the admitted fact that the radical sweep made by the Army officers was directed against the support given by the Government Junta to Señor Errazuriz's candidacy. The other is that the latter is charged with being distinctly reactionary, not only religiously (which in Chilean politics is of great importance) but also economically and socially. President Alessandri strove always for the betterment of the working classes, who supported his program and his Administration.
>
> "This second upheaval is but the natural sequence of the September revolution, due to the abandonment of the original plan by the men intrusted with the task of carrying it out. The age-long feud between Conservatism and Liberalism, under the names of Union Nacional and Alianza Liberal, is still going strong. The only new feature is now that it is waged within the Army, where the youth is Liberal and the elder element Conservative."

The real lesson to be learned from the events in Chile is that the Chilean Army can create and upset governments as it sees fit, remarks the Buenos Aires *Razon*, which adds, however, that "there are signs indicating the end of this painful procedure." Another Buenos Aires newspaper, *La Crítica*, believes the whole affair happily ended for Chile, because the Altamirano Government had betrayed the trust of the Chilean nation. Moreover, this journal sees a vindication of the rights of the people in the popular demand for Alessandri's return, and it adds that "the people have shown that they are the best guardians of the Constitution." Again, *El Telegrafo* remarks: "The military dictatorship is at an end. We rejoice in the news. The disease might have spread and given a new strength to the ancestral revolutionary germ." Among the Chilean press the Santiago *Nación* apologizes for the fallen Junta and ascribes its failure to lack of training for a revolution. The Santiago *Mercurio* believes that Alessandri comes back on the crest of a wave of unprecedented popularity, and it continues:

> "President Alessandri's astounding come-back can safely be ascribed to the mistake made in nominating his bitterest foe on the Conservative ticket. The country as a whole is not Conservative. It is not Bolshevik either. Were it possible to catalog clearly the opinion of the great mass forming the population of Chile, we would say it is Liberal with a slight inclination toward the Left.
>
> "The great danger arises to-day from disrespect for the Constitution. In the past bitter electoral campaigns could be peacefully carried out because of our respect for law. Nowadays we suffer a moral breakdown."

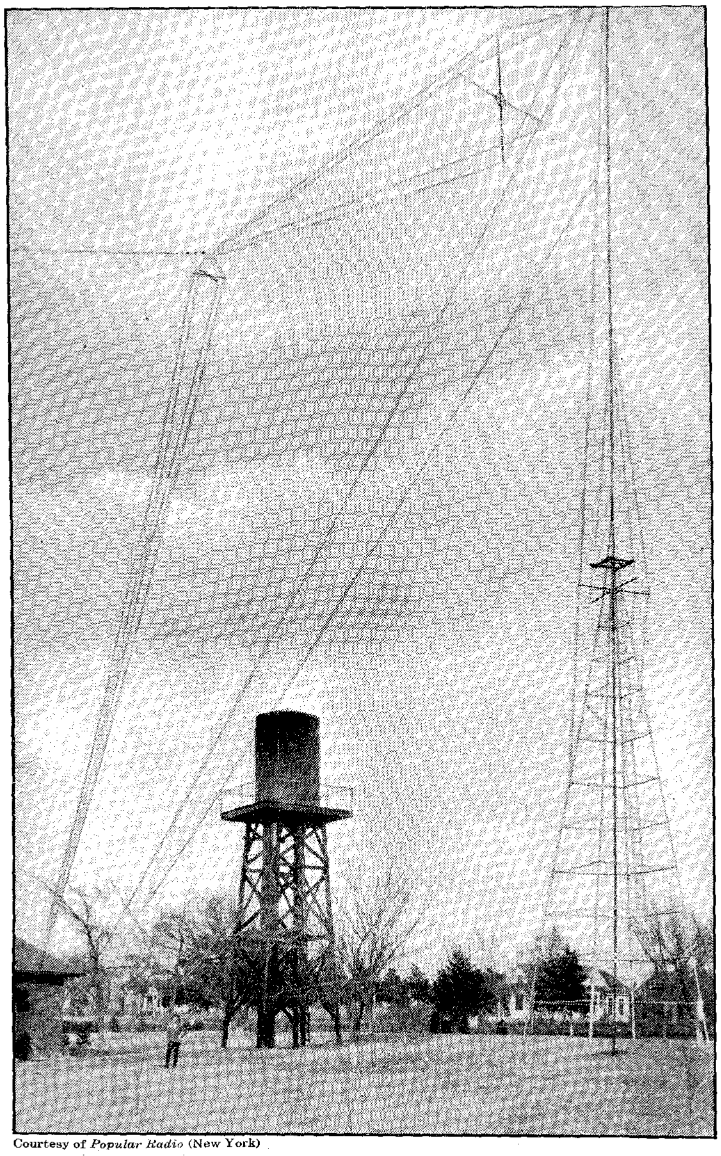
The first words uttered by President Alessandri on hearing of the new turn in his country are said to have been: "My only aim is to secure the happiness and welfare of the Chilean people, and I stand ready to make any sacrifice, at whatever cost, to achieve this purpose." Confidence in his statesmanship is exprest by impartial observers, who call attention to the fact that foreign investors have shown their trust in Chile through the fact that its bonds have not declined abroad, despite two military upheavals in less than five months. Meanwhile Santiago press dispatches report that a state of siege has been declared in the provinces of Santiago, Valparaiso and Aconcagua, the most thickly populated section of Chile, and they relate further:

> "The measure was dictated by incidents which were held to indicate the existence of a plot on the part of the Unionists with the object of overturning the present Government. The principal Unionist leaders, including Manuel Rivas Vicuna and Ladislao Errazuriz, have been arrested.
>
> "The authorities count upon the state of siege permitting them to maintain order in the most populous areas of the country and thereby prevent any successful reaction.
>
> "Among the Chilean Unionists is found the element opposed to the régime of President Alessandri."

SCIENCE - AND - INVENTION

A COLLEGE COURSE BY RADIO

OUT IN KANSAS the farmers are hanging a new kind of certificate upon the walls of their homes. It certifies that the recipient "has satisfactorily completed the work and passed the required examinations in the first regular college course to be given by radio" by the Kansas State Agricultural College. Additional interest attaches to this new development in the fact that the president of the college has just entered the President's Cabinet as Secretary of Agriculture. Any one who has a radio set is eligible to take the course, we are told by Sam Pickard, who writes about it in *Popular Radio* (New York). "The College of the Air" (as they call it in Kansas) was established more than a year ago to bring information and entertainment to rural communities, and since the courses were begun over a thousand students have enrolled. We read:



Courtesy of *Popular Radio* (New York)

A MODERN COLLEGE FACULTY

The aerial which broadcasts the instruction given by the "College of the Air" connected with the Kansas State Agricultural College.

"Last winter half of the students took examinations. However, there are hundreds of others who don't bother to enroll, but who nevertheless listen in. The college is therefore bringing information and entertainment to a far greater number than the enrolled.

"Forty radio courses, embodying the essentials of that number of college subjects of especial interest to farmers, will be broadcast this winter from KSAC, the new 500-watt station that operates on 341 meters. Each week-day evening at seven o'clock the classes assemble throughout the State.

"'The only regular college course in the world which is given by radio—enroll in it.' That was the cry that went out last year when the college started its radio courses. And the cry to enroll is still more lusty this winter.

"Interesting information on subjects ranging from law to the beef-cattle industry, from the feeding of babies to the writing of business letters are broadcast throughout the school year. Lectures are given Monday, Tuesday, Wednesday, Thursday, and Friday evenings for four semesters of eight weeks each during the school year.

"Monday and Tuesday evenings are devoted to lectures on agriculture.

"On Wednesday evenings the engineer has his innings. How to build the house and landscape the grounds; a discussion of auto-truck and tractor troubles and a dozen other subjects are listed.

"How to keep the baby from crying, how to keep your husband from growling, how to save your money, your strength, how to make dresses and hats look like Paris models,—all these are taught to any aspiring woman who tunes in on Thursday evening.

"On Friday evening the division of General Science presents lectures on such subjects as public speaking, business English, law, sociology, music, chemistry, zoology, and botany.

"Kansas is 400 miles long, 200 miles wide, 5,000 miles deep and 'as high as the heavens.' Her agricultural college announces the weekly program. To-night, for example, the Male Quartet and the Girls' Glee Club will entertain you a few minutes with selections portraying college life. These numbers will give you a breath of campus atmosphere; the head of the Poultry Department will interrupt the melodies long enough to give some new facts which the experiment station has learned about profitable poultry production; his suggestions on management of breeding-stock, selection of hatching-eggs and artificial incubation and brooding are practical and timely. Each Monday night some specialist in poultry work will discuss feeding, care and management of baby chicks. Parasites and natural enemies of the farm flock which often spell ruin to this important side line to the business of farming will be subjects of discussion later.

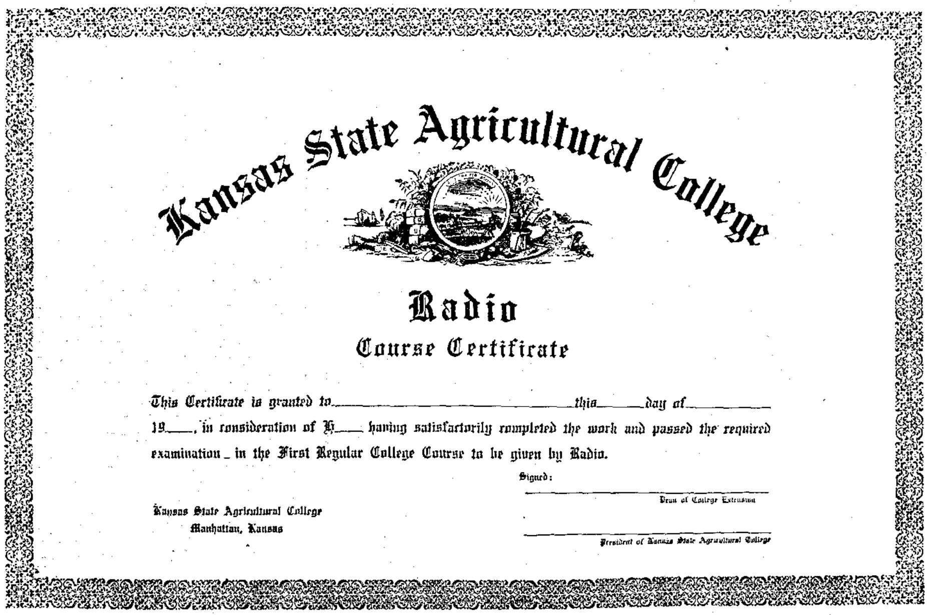
"And thus the nation has become the new campus of the Kansas State Agricultural College.

"President Jardine believes that radio's greatest contribution to civilization may lie in its influence upon the life and action of the farm population. It is to become a vital necessity for their economic, spiritual and intellectual life, he predicts, by delivering the farmer and his family from the sense of isolation, by coping with class and sectional differences, by keeping boys and girls on the farm, and by making possible a system of agricultural education through the radio-extension courses of the agricultural colleges.

"The plastic minds of the young folks who may now receive inspiration and wisdom from college professors, well-informed in all the special agricultural subjects, should have many opportunities to give thanks to science, and the man who strived to bring resultant wealth of information to their ears.

"Since announcement of a regular 'College of the Air,' applications for enrolment have come from practically all States of the Union. 'Hard times' on the farm, it seems, have aroused the interest of the country population in better farming methods. Extensive investigations and the resultant valuable findings of agricultural colleges and the Department of Agriculture have shown the way to a more profitable agriculture. The problem has been that of introducing these improved practises more universally—and that is precisely what radio is now doing.

"A large part of the 39,000,000 potential students on farms in the United States will have an opportunity to learn by radio the findings of agricultural science and apply them to their farm business. At present only 150,000 students attend the agricultural colleges of the country. It is estimated that every tenth farm in Kansas is now equipped with receiving sets. A recent radio census shows that there are 25,000 sets on farms in Missouri. There are approximately ten times that number of radio outfits on farms over the United States.



Kansas State Agricultural College

Radio

Course Certificate

This Certificate is granted to____________________this____day of________ 19____, in consideration of H___ having satisfactorily completed the work and passed the required examination_ in the First Regular College Course to be given by Radio.

Signed:

____
Dean of College Extension

Kansas State Agricultural College
Manhattan, Kansas

____
President of Kansas State Agricultural College

A CERTIFICATE FROM "THE COLLEGE OF THE AIR"

"What are the possibilities? Who dares say? One Kansas farmer already has made the statement that radio market reports saved him $400 on one shipment of cattle. It takes a trained horticulturist to determine just when to put on certain sprays; the Kansas State Agricultural College announces these dates. Ravages of hog cholera and other animal diseases can be checked by using preventive measures—and these measures are broadcast at the right time.

"'The College of the Air' is carrying the practical, helpful knowledge into the home—to those who can make immediate, practical use of it."

A SCIENTIFIC HUMPTY-DUMPTY—A sort of scientific Humpty-Dumpty, able to reassemble itself after being shattered to bits, was described recently by Paul S. Galtsoff, naturalist on the U. S. Fishery steamer *Albatross*, before the American Society of Zoologists. Says Science Service's *Daily Science News Bulletin* (Washington):

"Mr. Galtsoff squeezed small living sponges through fine gauze filters, thus breaking their jelly-like flesh down to the separate cells of which it is composed. Falling into a dish of water, the cells began to creep along the bottom. Where they came into contact with other cells they coalesced with them, forming little clumps. At first these were simply haphazard assemblages of all the different kinds of cells that go to make up a sponge, but as time went on a sorting process took place, and skeleton cells, flesh cells, and each of the other types slowly migrated into its appropriate place, until at the end of about two weeks each little clump had become a small, perfectly organized, independent sponge animal. The experimenter stated that for a successful development at least two thousand cells are necessary; groups composed of a smaller number of cells fail to develop and finally die. Apparently the cells know their kindred. If cells of two different species of sponges are mixed together they move independently, and each kind coalesces only with other cells of its own species."

TO KEEP POPULATION STATIONARY

HOW MANY CHILDREN must be born, on the average, to an American family in order to maintain the population without increase or decrease? Dr. L. I. Dublin, statistician of the Metropolitan Life Insurance Company, attempted an answer to this question in an address as president of the American Statistical Association at its annual meeting recently held at Chicago. He pointed out that this question must be answered if we are to approach with understanding certain tendencies in contemporary American life, such as the curtailment of immigration, the drop in the birth and death rates, the concentration of population in the cities, and the increased self-consciousness of the older race stocks. Many heated controversies in current discussion will disappear if due consideration is given to the answer to the simple question put above. Says *The Statistical Bulletin* of Dr. Dublin's company (New York):

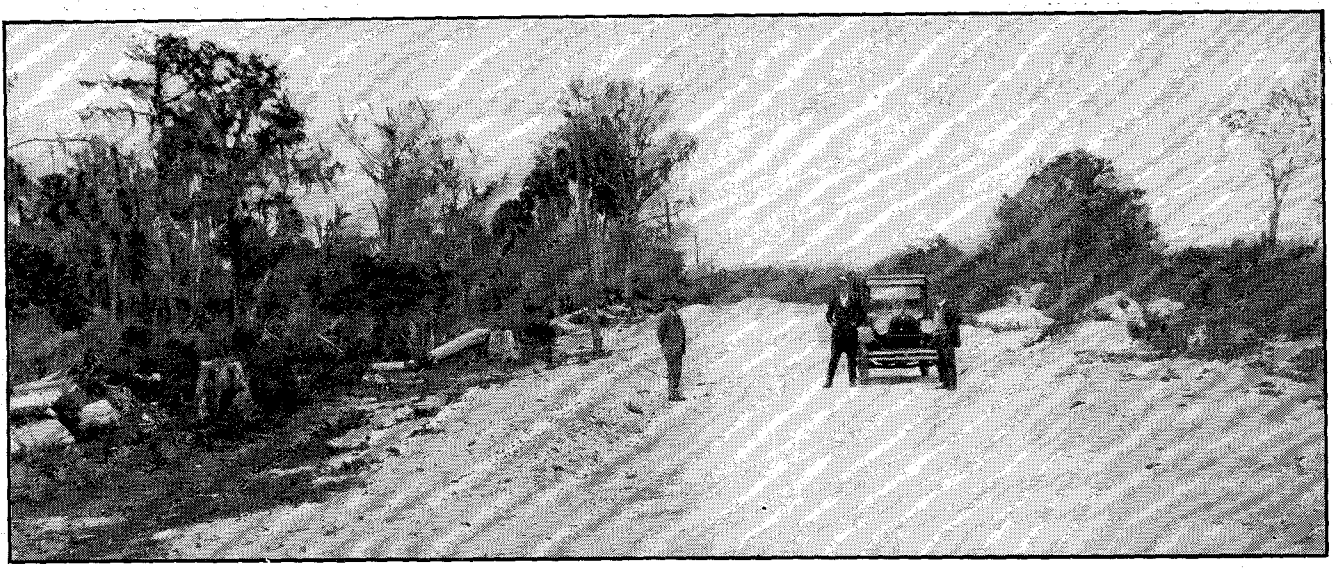
"Obviously, a thousand females born to-day must eventually bear a thousand daughters if the population is to remain stationary. But the thousand females born to-day will not all bear children. Some will die in infancy and childhood. Others will live to adult age, but will die unmarried and childless. Thus, the burden of bearing one thousand daughters will fall upon a fraction of the thousand females born to-day. Under mortality and marital conditions such as prevailed in 1920, it is found that of the one thousand females born, 788 will eventually marry. In other words, we have to reckon that the 788 married women must give birth to a thousand daughters in order to replace the original one thousand from which they sprang. To put it another way, a thousand married women must have 1,268 daughters to replace themselves.

"In the same manner, making due allowance for the boys who die in infancy and childhood, and those who do not marry, we find that of the original thousand, only 742 men will be in a position to replace the original quota. These 742 men must, therefore, be the fathers of one thousand sons, or one thousand married men must be the fathers of 1,350 sons.

"Combining the figures, we find that one thousand families on the average must give rise to 1,268 daughters and 1,350 sons, or to 2,618 children, and each family must, therefore, on the average, produce 2.6 children during its entire reproductive period to replace the original quota from which the parents sprang. One item has, however, been overlooked in this discussion. Not all families have children, and at the present time, it is very probable that one marriage in six is either sterile, or what is practically the same thing, leads to no live issue. The burden of childbearing, therefore, falls on the other five-sixths, and these families must bring into the world not an average of 2.6, but 3.1 children. This, with father and mother, makes an average of 5.1 persons, counting all the children born to fertile families (not merely those living at any moment of time).

"It will be a source of surprize to many that the figure we have obtained is so large. It is, however, less than a calculation made on the basis of the 1910 figures. Under the mortality conditions prevailing at that time, the average number of children per fertile family necessary to maintain a stationary population, was 3.3. The difference of about one-fifth of a birth, or one birth for five fruitful marriages, represents a saving resulting primarily from the lowered infant mortality which occurred during the last decade. The lower the death-rate, and especially the infant mortality rate, the smaller the number of children that must be born to maintain a stationary population.

"The figure for 1920 has certain very definite implications. In recent decades, immigration has been, to a very large extent, responsible for the high birth-rates which have prevailed in our centers of population. The average number of children born to



A FIRM FLORIDA ROAD-BED LAID ON SOFT, QUAKING MUCK

> foreign mothers has been well in excess of that which we posit as the necessary minimum for replacement. This immigration, however, has been very severely checked by recent restriction, and the country can no longer count on this source for its replenishment in numbers. It was probably in the mind of the Federal legislators that the future American people shall come more and more from the older American stocks rather than from the newer strains. It is an important fact, however, that apart from the rural areas of the country, the families representing the native born of native parentage have not averaged the number of children necessary for their replacement. In fact, wherever studies have been made of groups of urban American families, the average number of children born to a completed marriage has been well under our minimum.
>
> "The current tendency in the American birth-rate is to fall even lower. It is now declining more rapidly than the death-rate. More and more, the rural populations with their still high birth-rates are gravitating to the cities where the very first result is to reduce fertility. There are very obvious limitations to which such decline in the birth-rate can go if the American population is to maintain its numbers, and especially if its main body is to come from those stocks which recently have shown a very decided interest in the composition of the future American population."

A FLOATING HIGHWAY—A private toll-road fifty-one miles long through the Florida Everglades is unique from an engineering point of view, says *The Engineering News-Record* (New York). Except where drained, the Everglades lie under water, and the soil is soft, spongy, vegetable muck not capable of sustaining the weight of heavy vehicles. Underneath this quaking muck there lies at five to twenty feet a marl which hardens in the open air. The road is built of this marl so that it actually floats on the underlying muck. We read:

> "A great deal of the grading of this remarkable road was actually done under water, as the level of the neighboring Lake Okeechobee was then very high. The road even had to be protected from the waves of the lake by means of the dense water-hyacinth which takes root in the lake and rapidly spreads, breaking up the waves quite effectually. Marl for spreading out on top of the muck as a solid road-bed was obtained by means of dredges which dug it up from the bottom of the St. Lucie Canal. This canal was already there when the road was begun. To make a roadway over the muck this material was piled up four feet high and about thirty feet wide. The road-bed when completed was very substantial. The marl was dumped by the dredges into barges and conveyed along the future roadway to distances of as much as thirty miles. Then it was unloaded on platforms supported by piles and conveyed along each section of the road-building job by means of Ford trucks. However, on one portion of the road which skirted the shallow lake, it was necessary to distribute the marl by means of a special narrow-gage railway, twenty miles long. Gas locomotives hauled the road-making material in dump-cars. All trains ran under orders sent out from a train-dispatcher's office. It is thought that in many places the heavy marl road-bed will gradually settle through the light muck to some extent during two or three years. Therefore, no expensive top-dressing material has been put on the road at present. It was simply oiled. After the road has settled permanently, a rock top-dressing will be put on and fully bonded together. This unusual toll-road was opened to the public on July 4, 1924."

OUR DENSITY IN AUTOS

ELEVEN OF THE UNITED STATES now have one motor-vehicle for each five inhabitants or less, according to Andrew L. Bostwick, statistician for the Liberty Central Trust Company, St. Louis. His computations, summarized in an article in *The Globe-Democrat* of that city show, we are told, that for the entire United States there is now one motor-vehicle for each 6.37 inhabitants. It seems that—

> "Bostwick used in his calculations the latest available motor-vehicle registration data for 1924 and population estimates made by the method employed by the United States Census Bureau. He finds that nineteen States have less than six inhabitants for each motor-vehicle registered, that no State has as many as twenty inhabitants for each motor-vehicle registered, and that only eight States have more than ten inhabitants for each motor-vehicle registered. As no Federal census has been taken since 1920, the figures must be regarded as approximate.
>
> "'California, in the matter of automobile density, appears to be in a class by itself, leading the field with one vehicle for each three inhabitants,' Bostwick reports. 'Next comes Iowa, with 4.1; following, in order, are Nevada, 4.2; and Kansas, Nebraska and Oregon, all with 4.4 persons per motor-vehicle.
>
> "'Of the eleven States having a ratio of less than five, all are west of the Mississippi except two—Indiana, with 4.7, and Michigan with 4.8. Among the Eastern and Middle Western States, therefore, Indiana is the leader in automobile ownership.
>
> "'Vermont, with an automobile density of 5.7, appears to lead New England and the Atlantic seaboard. Among the strictly Southern States, Florida, with a ratio of 5.5, is far ahead, North Carolina, with 9, coming next.
>
> "'The States that have more than ten inhabitants for each automobile owned in them are all in the South. Alabama, with 15.6, is at the bottom of the list. It is noteworthy, however, that this territory continues to show a rapid rate of gain.
>
> "'Even after making allowances for error in population estimates, it appears that the industrial States of the East are tending to "catch up" with the West in motor-vehicle density. The low grain prices that prevailed well into 1924 undoubtedly had a strongly adverse influence on automobile buying in the West throughout the year. In the East, the influence of intensive good road-development is probably acting more and more to stimulate the purchase of cars.'"

AN INVASION BY JAPANESE BEETLES

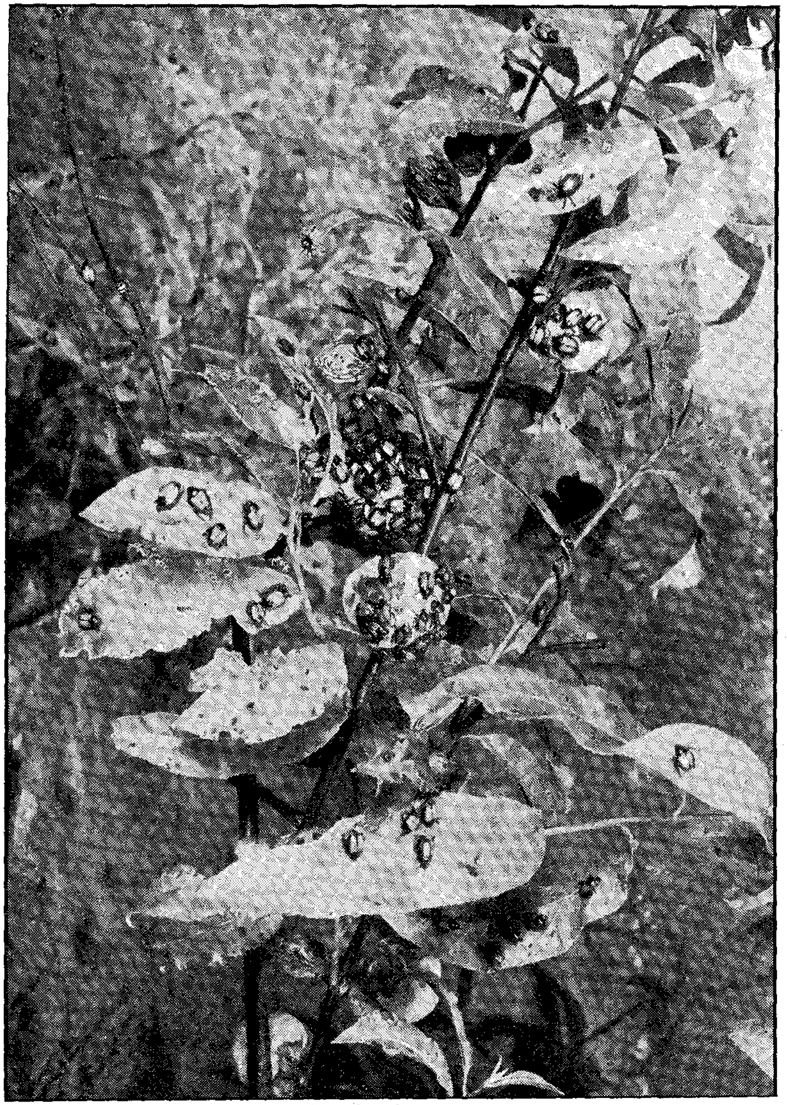
A REALISTIC AND EFFECTIVE EXHIBIT showing the ravages of a swarm of Japanese beetles may now be seen at the American Museum of Natural History, in New York, we are told in a recent press bulletin of the Museum. The curator of entomology, Dr. Frank E. Lutz, is of the opinion "that this insect is apt to become one of the worst insect scourges that has ever attacked the United States." Dr. Lutz interestingly describes the life history of these pests as follows:

"Only a few years ago, in 1916, Mr. Weiss, an official entomologist of New Jersey, discovered the pest near Camden. It is a greenish beetle about the shape and size of a potato-bug or Colorado-beetle, but is more elongate. Its grub lives underground, feeding upon the roots of grasses and other vegetation. A native of Japan, it probably reached the vicinity of Camden by being hidden away in the balls of earth surrounding the roots of imported Japanese plants.

"The Federal authorities were immediately notified, but the damage had been done and now the beetle is firmly established throughout a large area in southern New Jersey and eastern Pennsylvania. Its numbers are myriad and its appetite is insatiable. Our exhibit at the American Museum shows the beetle in a peach orchard, but it also attacks almost any kind of vegetation.

"Since the grubs live underground, they can not be reached by poison sprays. Possibly as much damage is done by the adults as by the grubs and, because they are such general feeders, poisons are not practically effective against them. The U. S. Bureau of Entomology has established a Japanese Beetle Laboratory at Riverton, New Jersey, in the heart of the infested area, where work is being carried on in cooperation with New Jersey and Pennsylvania. The most hopeful remedy at present seems to be the introduction from Asia of the insect parasites which hold this beetle in check there. This will not be a cure, and a cure is probably now too late. At best these parasitic insects, friends of man, will only keep down the numbers of the beetle and the beetle will probably, for a time, spread more rapidly than the parasites. In fact, the American Museum has discovered a local infestation within the limits of New York City.

"This group in the Museum was constructed, under the direction of James L. Clark, by Messrs. Burns and Jensen of the Department of Preparation, from field-studies conducted by Mr. Burns and by Mr. Mutchler of the Department of Entomology. It is exceedingly important that every one should learn to recognize this new pest and, if they find it more than fifty miles from Philadelphia, they should report it at once to the proper authorities."



Courtesy of the American Museum of Natural History, New York

A REAL JAPANESE PERIL

Japanese beetles attacking peach-trees.

ATTEMPTS AT ARTIFICIAL GOLD

FOR SOME THREE THOUSAND YEARS chemists have been trying to make gold out of the baser metals, says Dr. Edwin E. Slosson, director of Science Service, in its *Daily Science News Bulletin* (Washington). Just now, he tells us, they are on the quest again with as high hopes as the medieval alchemists, and with better reason. We know that some atoms can be broken to pieces and that some elements can be transmuted into others. The metal radium decomposes spontaneously into the gas helium and the metal lead. Professor Rutherford has split up the nitrogen atom into helium and hydrogen. The helium atom weighs four and the hydrogen atom weighs one. The helium is supposed to be made by the combination of four hydrogen atoms. He continues:

"Now if you subtract the weight of the gold atom (197) from that of the mercury atom (201) you get four. So it would seem that if you could knock out from the mercury atom a helium atom, or its equivalent, four hydrogen atoms, you would get gold.

"But can you? That is the question. This may be, like many another chemical reaction, easy to write out on paper, yet impossible to accomplish in the laboratory. But two chemists, a German and a Japanese, say that they have done it.

"Prof. A. Miethe of the Photochemical Department of the Berlin Technical High School, who has been for years studying the discoloration of minerals and glass by ultra-violet light, found that the mercury vapor lamps used as a source for these rays ceased after a time to work, owing to the deposit of a sort of soot on the quartz glass wall. He tested this deposit and got indications of gold.

"Now it is not surprizing to find a trace of gold in commercial samples of mercury, for mercury is one of the few liquids that will dissolve gold and is used to extract the precious metal from sand or ores. But the mercury in the lamps had been twice distilled to free it from all impurities and on analysis showed no trace of gold until after it had been subjected to the prolonged action of the electric current in the lamp. The quartz, the iron and the carbons of the lamp were also analyzed and pronounced gold-free. Miethe sent samples of these and of the mercury, before and after using in the lamp, to Professor Haber, the inventor of the Haber process for fixing nitrogen, who has been interested in the extraction of gold from sea water and had developed a very delicate method of estimating gold in minute amount. He reported finding gold and in some cases silver in the samples that came from the lamps. The amount varied from one to fifty-two parts in a billion parts of mercury.

"From these experiments, which Miethe has carried on with his assistant, Dr. H. Stammreich, since last April, he concludes that some of the atoms of the mercury have been crumbled away

COLLEGE LIBRARY
gfield, Missouri

by the electric current passing through the vapor, leaving gold as a residue. In his lamps he used 170 volts between the electrodes and ran currents from 400 to 2,000 watts for periods of 20 to 200 hours.

"From the other side of the world comes the report of similar success in the manufacture of gold artificially. Prof. Hantaro Nagaoka of the Tokyo Imperial University has published a photograph of a deposit of gold which he obtained by running a mercury lamp for more than 200 hours under a voltage of 226. The gold obtained amounted to a milligram, and a white metal that appears to be platinum was also produced.

"In the United States Prof. H. H. Sheldon of New York University is engaged in repeating these experiments and doubtless many others are quietly carrying on the quest.

"But there is as yet no apparent reason for the alarm that synthetic gold will upset the standard of the world's currency. The process, if possible, is too expensive to be profitable. Altho gold is more than three hundred times as costly as mercury, yet the electric current would cost more than the value of the gold produced. This is likely to remain true however much the efficiency of the apparatus is improved. Professor Miethe expressly warns the public that his discovery of the possibility of decomposing the mercury atom has no commercial importance, and that speculation in this direction is rash and premature. There is no ground for the suspicion that the Germans are secretly manufacturing gold with intent to pay off all their war debts before the rest of the world learns how. If the aim is to produce wealth, it would be much more profitable to find out how to get energy out of the atom than how to transform the elements by putting energy into the atom."

PAPER FROM HARDWOODS

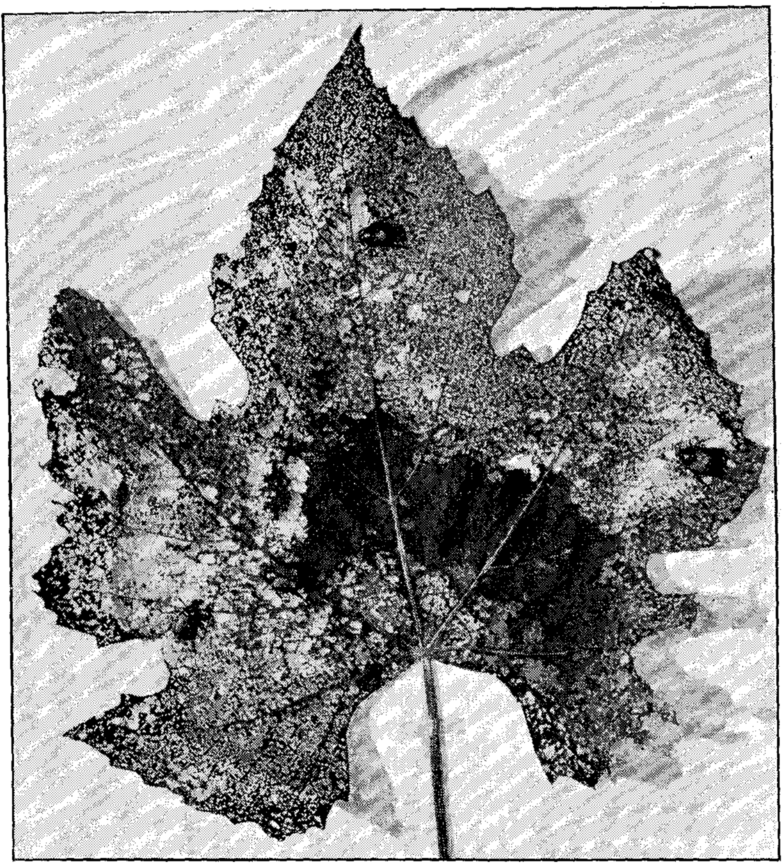
THAT THE HARDER WOODS may be made into paper pulp as effectively as the softer species now solely used is believed by the writer of an article contributed to *Paper* (New York). Dwindling sources of the paper supply, he tells us, have occupied the attention of experts in the U. S. Forest Products Laboratory at Madison for many years. The incessant swing of the axman has gnawed to the heart the spruce forests in the United States, from which is manufactured the paper for newspapers and books. The invasion now is being carried on in Canada. The problem, therefore, was to discover methods by which newsprint could be produced from other and more abundant varieties of wood. He continues:

"The problem is in a fair way to be solved in the laboratories at Madison, but everything done has been experimental. The field of commercial papermaking is yet to be conquered, and the same problem does not always work out to the same result in the laboratory and in the mill.

"The Forest Products Laboratory at Madison restricts its direct statement of results to three paragraphs on the cover of the program for the National Conference on Utilization of Forest Products, recently in session in Washington. The program is printed on a rather heavy grade of white paper, illustrated with maps and cuts. Under the heading, 'Hardwood Newsprint,' this statement appears:

"'Compare the paper on which this program is printed with your newspaper. The paper used here is made entirely from black gum, and has not been bleached. Nine-tenths of a cord produces one ton of this paper as compared to 1.2 cords of spruce required to produce a ton of newsprint by the usual processes. Similar satisfactory results also have been achieved with poplar and birch.

"'This product and the process by which it was made are still in the experimental stage. Nevertheless the high yield and the excellent natural color of the pulp give promise that such broad-leaf woods as aspen, birch, beech, maple, black and tupelo gum and cottonwood may be used profitably in the manufacture of newsprint to supplement the rapidly diminishing supply of spruce, which at present is practically the only species considered suitable for newsprint.



Courtesy of the American Museum of Natural History, New York

THIS GRAPE-LEAF SHOWS WHAT THE JAPANESE BEETLE CAN DO

And he seems to like almost anything that's green.

"'Many of these broad-leaf woods have only limited uses as lumber, hence their utilization for pulp would be an important advance toward conserving the timber supply.'

"In the laboratory, hard woods and gum woods have been transmuted into paper by a process in which a chemical solution plays an important part. The chips into which the hardwood blocks are cut are cooked in this solution. Its action is to soften the fiber so that it is easily shredded and broken down into pulp. This is accomplished by passing the softened chips through a rod-mill. Into the rod-mill—which looks like a magnified barrel churn—go the chips. The churn revolves, and the transverse motion inside the barrel hammer the softened chips into pulp whence the paper is manufactured.

"Taken as a whole, the process, as far as it has been carried, is not heralded as a means of cheapening paper production. The cost of paper manufactured from hard woods and gum woods by the new method is likely to be equal to the cost of paper production. The promise in the experimental work so far completed is that tremendous reserves of raw materials, until now untouched, may be utilized. If the process is commercially successful, paper manufacturers will not be compelled to go farther and farther into remote regions of the United States and Canada for wood, and the tendency of paper to increase in cost will be checked.

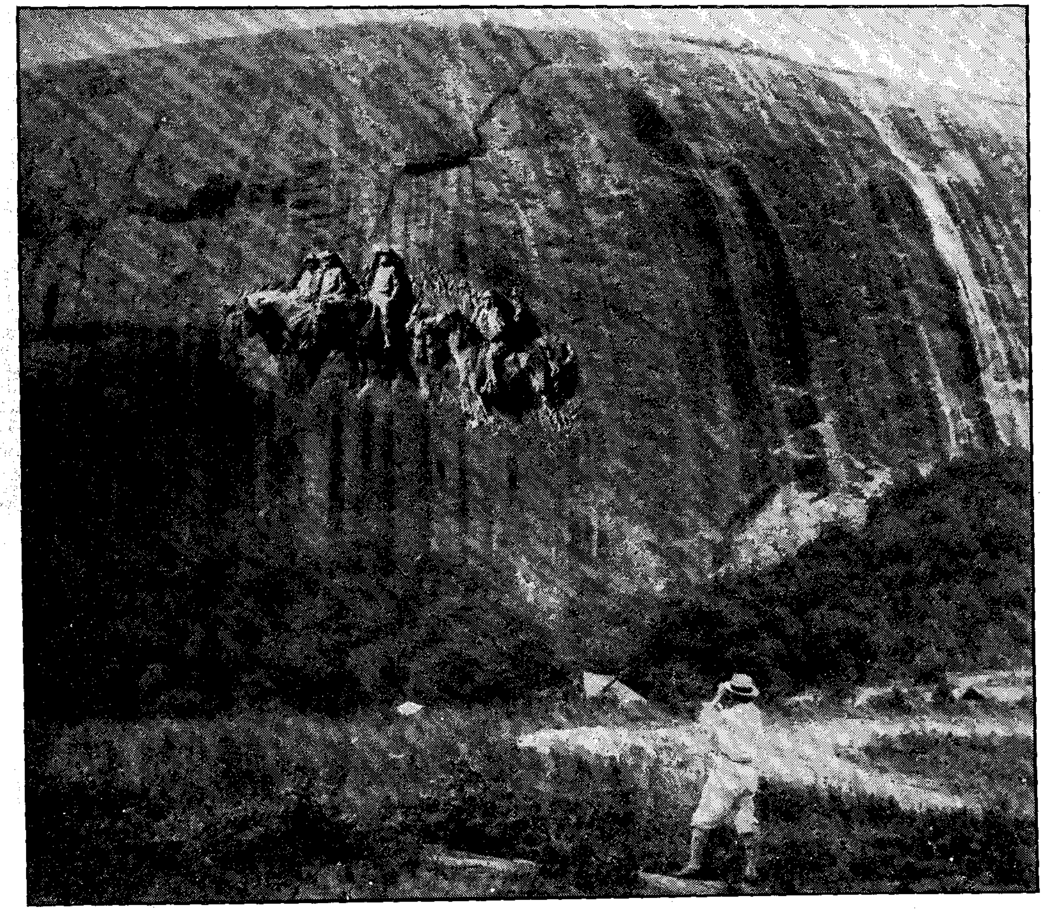
"According to government estimates for the Lake States, only about 17,000,000 cords of spruce remain. Of aspen and cottonwood, however, the estimate gives 27,000,000 cords; and of birch, beech and maple, 137,000,000 cords.

"In the South Atlantic States the gum woods, similar to birch, beech and maple, are estimated to yield 144,000,000 cords, and in the lower Mississippi Valley States, 191,000,000 cords are available. The process would be important to the latter States because they possess little power for grinding. What power they would require could be obtained by steam-plants with sufficient economy to permit them to manufacture. It is figured that hard woods and gum woods can be obtained at the mills at from one-third to two-thirds the cost of spruce per cord, depending on locality. In the country, as a whole, the timber reserves sought to be made available for paper manufacture by the new process are so extensive that they would scarcely feel the effects of the demand."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

UNCIVIL WAR OVER THE CONFEDERATE MEMORIAL



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BORGLUM VIEWING HIS WORK AT STONE MOUNTAIN

The group represents Lee surrounded by his generals.

THE STONE MOUNTAIN MEMORIAL has come to an abrupt halt in the very middle of its process of being carved. Mr. Borglum, after receiving his dismissal as sculptor of the work from the Stone Mountain Monumental Association, destroyed his models and working plans, whereupon the Association secured a warrant for his arrest on the plea of "malicious destruction of private property." Specific charges, preceding the climacteric act, cover the complaint, as telegraphed from Altanta to the New York newspapers, that "he had done little or no work, was antagonistic, glory-seeking, hard to deal with, and under delusions of grandeur." In the statement of Hollins N. Randolph, president of the Association, published in *The Commercial Appeal* (Memphis), "the greatest problem the Association has had to deal with has been the sculptor." A little history follows:

"For eight years prior to the time the present management took hold of the Association in April, 1923, Borglum had been appearing frequently in the public prints as the sculptor of the memorial, and had only succeeded in creating $20,000 of liabilities, with no work done on the mountain.

"In the first place, the idea of this great monument originated with Mrs. Helen Plane, and Borglum was employed as sculptor to carry out the idea. The present management of the Association when it took charge succeeded in beginning the work and in raising $500,000 of subscriptions, and has already paid out in round figures $175,000, of which Borglum personally has received more than $50,000.

"Borglum never originated the idea of the coin. On the contrary, it was the suggestion of Harry Stillwell Edwards, who is entitled to all credit for originating it. The Association requested Borglum to make a model for the coin, after Congress had passed the bill by unanimous vote and President Coolidge had signed it, but he loafed on the job from March, 1924, until October, 1924, in making an acceptable design, which any artist attending to his work could have made in three weeks.

"During most of this time he was absent from his work at Stone Mountain.

"It has been extremely difficult to get him to do any work at all at the mountain, notwithstanding the large amounts of money paid him. His main desire seems to be to get his name in the newspapers as often as possible. Between his desire for praise and publicity and his constant demands for money which was not due him, the Association has had little peace with him.

"His contract calls for completion of the central group for $250,000. This group will consist of seven equestrian figures. The Association has paid him approximately 40 per cent of the contract price of this group, and our consulting engineer advises us that the payments are far in excess of the work done. Outside of General Lee's head, Borglum has done no finished carving on the mountain. The bulk of the work done has been roughing out of granite by the force of men under the supervision of the superintendent of the work in Borglum's absence."

Mr. Borglum's side of the controversy is given in a Washington dispatch to *The News and Observer* (Raleigh) through his consulting engineer, Mr. Lester P. Barlow of Cleveland. According to that authority, "Mr. Borglum has received $50,000 in the last year from the Stone Mountain Confederate Monumental Association, but $20,000 of it was 'reimbursal of a loan.'" Then—

"The other $30,000 was 'for service, covering almost nine years, in the preliminary work and carving' of the projected Confederate memorial on the face of Stone Mountain in Georgia. Mr. Borglum has not received since the beginning one cent for reimbursement of the expenses, which have amounted in these years to a sum of close to $60,000. . . .

"Randolph is quoted as questioning Borglum even as to the authorship of his own work. It would be difficult to accurately analyze his motive in trying to discourage so firmly established a fact.

Answering statements further accredited to Mr. Randolph that Mr. Borglum had been paid $50,000 in the last year, let me say now Mr. Randolph is far from the fact. Mr. Borglum did receive $50,000 in the last year as a reimbursement of a loan he made to the Stone Mountain Association of $20,000, and $30,000 for service, covering almost nine years in the preliminary work and carving up to January 1, 1925. Mr. Borglum has not received since the beginning one cent for reimbursement of the expenses, which have amounted in these years to a sum of close to $60,000. As a matter of fact, Mr. Borglum is far in the hole."

Mr. Borglum recently proposed the formation of a national committee to act as advisers in the matter of presenting the memorial half-dollar to the nation in commemoration of the carving on Stone Mountain. This act might possibly be construed as an effort to shelve the local Atlanta committee, and so perhaps brought on the storm. His letter to President Coolidge, under date of January 21, sheds further light on the situation. It is here quoted in part:

"About a year ago I put before the Stone Mountain Memorial Association the idea of a national committee, having in mind then the possible national significance of the activities resulting from the building of a memorial of such dimensions and touching a subject so vital in the life of our country. I had in view the necessary material support, the intellectual appreciation and the historic importance, but, most necessary of all, I had in mind the steadying power of big men about a big work, to protect it from any of the failures that dog all human efforts, to wit, lack of means, lack of understanding, and to safeguard it from what is worst of all, direct misconception.

"By eternal vigilance the big, and nationally delicate undertaking has been launched. You yourself were selected by President Harding to represent the National Administration at the beginning of the work. So from the first, you have become part of this work.

"It was to you we first presented the thought of a coin, and from that day to this your indispensable aid and your personal human interest have continuously supported every step in its development.

"To-day the products of the coinage act—more important to America than a dozen of my monuments—have been struck from the presses of the United States mint in Philadelphia, and in the course of a few weeks 5,000,000 half-dollars will be ready for circulation throughout the world. This half-dollar, the largest special issue in the history of our country, carries on its obverse side the equestrian portraits of two great Americans, Lee and Jackson, under the caption, 'In God We Trust,' men defeated in a war against the Government which now so signally honors them. On the reverse side, under the protecting wings of the eagle, is the inscription, 'Memorial to the valor of the soldiers of the South.'

"No such act was ever before executed in the history of Governments upon this earth, and I want, and I know you want, the nobility of the act protected, the profound seriousness and national significance of it fittingly affirmed.

"We shall sell these coins to aid the project related to the coins. There exists the proper and authorized body to guide the distribution of this coin; but I am of the West and I view this matter not wholly from the Southern or the Northern point. I have noticed the live, almost aggressive interest in the North as regards the memorial. I have also sensed a distinct shyness on the part of the Southerner in his tendency to wonder whether the North can really be so interested in Southern feelings as to want a coin with an inscription such as this coin bears. I think that even the most liberal-minded in the South are prone to regard the coin as possibly more of a gracious act than an expression of profound and heartfelt conviction. I want this idea dispelled.

"So I respectfully urge upon you to suggest the appointment, by yourself directly, of a committee of say twelve or fifteen of the most prominent men, non-political, of course, but certainly on a 50-50 basis, to meet with, to advise with, and otherwise to extend to executives of the Stone Mountain Memorial Association their good offices, to the end that the memorial and the national coinage commemorating it, may maintain the high position due a national project of such consequence. I may say in passing that it is the coinage act which will enable me to complete the work."

The Literary Digest has taken pains to ascertain the complexion of Southern opinion on this question, which will doubtless develop many phases before it is finally settled. Mr. Borglum charged that the South as a whole was "apathetic" toward the memorial. We find him quoted in a Washington dispatch as saying:

"The sad, destroying fact is, the South as a whole is not building the memorial, is not guiding the building of the memorial; the South is not even properly informed or made a part of the memorial councils."

THE IMPETUOUS SCULPTOR

Who ordered his models for the Stone Mountain Memorial destroyed —Mr. Gutzon Borglum.

Hampden Osborne, Adjutant-General and Chief of Staff of the United Confederate Veterans, sends us in reply to a telegraphic inquiry this:

"After years of almost general apathy the question was submitted to the States as to which generals respectively should appear in the several groups; not until then did a considerable proportion of Southerners take notice. Recent awakening, born largely of State pride and pride of family, has developed such powerful influences that the great masses of Confederate survivors favor the enterprise.

"Mr. Borglum's complaint has no real foundation. Great bodies, tho slowly, move with irresistible sureness. His desire for fame and the wealth resulting from successful completion of the enterprise is natural, but we would admonish him to keep his brain active and curb his impatience. Of the few thousand Confederates now alive, none may live to witness the dedication of the completed memorial, but we desire that all the grand features planned be faithfully executed, and feel that those charged with the work will persevere to its completion."

From the Atlanta *Journal* comes a statement of hearty support of the president, executive committee, and board of directors of the Stone Mountain Association, and an assertion that "the South, far from being apathetic toward the Stone Mountain Confederate Memorial, is ardently supporting it, and will continue so to do until the ideal is consummated. Moreover, the American people as a whole are cordially disposed and are manifesting their interest through generous gifts." *The Journal* is further moved by the statements made in Washington by Mr. Borglum to the following utterance:

"These statements are so utterly at variance with the facts that it is difficult to believe Mr. Borglum could have made them. The Association has on its books bonafide subscriptions aggregating $300,000, payable over a period of three years in annual instalments, which will produce a revenue of about $100,000 a year. The Association has a definite promise of an appropriation of $100,000 by the city of Atlanta, payable at the rate of $20,000 a year. It has a definite promise of an appropriation of the same amount by the county of Fulton, payable in annual instalments of the same amount. Tho the Association has not yet asked the State of Georgia for an appropriation, I am quite sure the legislature will give us $100,000 this summer, if we ask it, as we probably will. In addition the Governors of five Southern States have assured us that their legislatures will give us appropriations of $100,000 each, whenever we get ready to ask their aid.

"In addition to all these assets, actual and prospective, the Association has 5,000,000 Stone Mountain memorial half-dollars authorized by a special act of Congress. Of this number, 1,500,000 have been minted, and the balance of the issue is being minted at the rate of 50,000 coins a day. The Association has perfected in detail all plans for distribution of these coins through the banks of the nation, and plans for an intensive nation-wide campaign of sales promotion, all of which plans have been given the public. The Association is receiving orders for the coins in every mail from every part of the country, and there is indication that the entire issue will be quickly absorbed and will not be sufficient to supply the public demand."

Newspapers outside Georgia are inclined to insinuate criticism against the capital of the sister State. In some quarters the memorial is "regarded as an Atlanta publicity stunt with an eye to have the lovers of the Confederacy pay the bills." It appears that the Association has been understood to intimate that the South is apathetic; but; says the Birmingham *Age-Herald*, "the South is not conscious of having been energetically importuned to contribute to the memorial, nor of having been impressively informed that the work was in danger of coming to a standstill through lack of funds." It further thinks that "if the appeal is properly made it will be supported by the press of the South and answered with liberal contributions by the people of the South. The work has proceeded so far and so creditably that not to complete it would be shameful." Mr. Borglum's charge of "Southern apathy" is practically admitted by the Norfolk *Virginian-Pilot:*

"It is because there still clings to the enterprise, despite its sincerely patriotic conception, an odor of Babbittic Atlanta advertising and the handicap of a fortuitous but highly unfortunate association with the Ku Klux Klan, which claims Stone Mountain as its holy birthplace and Atlanta as its holy city. In time the Stone Mountain Memorial will shake off these old men of the sea and emerge as a distinctively Southern undertaking. It is not that yet. When it emerges there will be work for many minds and many hands. Mr. Borglum's wavering allegiance need cause no distress. It is too much to expect that Gutzon Borglum will see this great enterprise through to completion. If he does it will be a superficial job, done from blue-prints by power machinery. It will not be art. The assignment is big enough for twenty sculptors and twenty years, and will probably be a finer work of art if it takes fifty sculptors and half a century."

A neighbor to *The Pilot* is *The Times-Dispatch* of Richmond, which takes a slant in favor of the sculptor:

"How far Mr. Randolph is justified in criticizing Mr. Borglum is, of course, a matter about which the outside world knows little or nothing. It does know, however, that it is Gutzon Borglum, and not Randolph, who is stirring the flame of enthusiasm for the Stone Mountain project. The sculptor is possest of a remarkable personality, he enjoys world-wide renown as an artist, and he has turned effective crusader in the cause of memorializing Southern valor and Southern devotion to principle. To take Borglum off the job in Georgia and substitute for him some man less idealistic and less well known would be a calamity of the first magnitude. It would be far better, in the interest of ultimate results, to get a new association, if that is possible."

The foregoing opinion is practically coincident with that held by the Mobile *Register:*

"Mr. Borglum's fame as a sculptor is secure, and had been established long before he undertook the work at Stone Mountain. It is hard to believe that he is a mere publicity seeker who has subordinated artistic ideals to a mercenary motive. Mr. Borglum was hailed as an ideal choice for the carving of what is planned to be the greatest and most unique memorial in the world. Now it seems that at least the president of the Memorial Association does not think so highly of the sculptor, while the sculptor's opinion of the Association is by no means favorable. This state of affairs is regrettable for more reasons than one. The main reason, however, is the effect the controversy may have on the memorial itself."

Likewise the Dallas *News* brings forward an utterance which seems to support the sculptor's side of the controversy;

"Regardless of whether Mr. Randolph and his fellow officers in the Association so intend or not, the Stone Mountain Memorial, as it stands, is a monument to Borglum himself. It could not be a work of art otherwise. If Borglum is discharged and another man is put in his place, the completed work would still be a monument to Borglum, unless the folly of changing the design is engaged in after it is already under way."

The Baltimore papers show a knowledge of the common difficulties that beset those who deal with the artistic temperament, and *The American* announces that "we bear up as well as we may be expected under the revelation that Gutzon Borglum, a sculptor whose wonderful gifts include an uncanny genius for personal publicity, is not the whole of the movement to perpetuate the memory of Confederate heroes with giant carvings on the side of Stone Mountain down in Georgia," while the Baltimore *Sun* feels that the "noble and impressive memorial at Stone Mountain should not be allowed to suffer because of lack of tact on the one side or the possession of too much artistic temperament on the other." *The Sun* adds:

"The important point is to put an end to this controversy and to restore the peace. The South and the country at large are not interested in these petty bickerings. They are interested in the realization of a splendid and unique idea, in the majestic embodiment of the great conception that will speak for generations to come of a wonderful page in the history of human heroism. The Stone Mountain Memorial is far more important than either the sculptor or the individuals comprising the Association."

Finally come the impressive words of ex-Secretary Josephus Daniels which appear in his paper, the Raleigh *News and Observer:*

"It is a calamity that the noble conception of the Stone Mountain Memorial should get adverse advertising by the public airing of differences between the president of the organization and the sculptor. Artists are all, more or less, impressionable and temperamental. Organizers must understand that fact. But without vision, no monumental work would be achieved. The enterprise is of such magnitude that there must be deplorable delay as to raising sufficient funds. This disheartens both sculptor and officers. The sculptor, seeing the need, undertakes to stimulate interest: the management seems to feel the sculptor is assuming powers that belong to them. *The News and Observer* ventures to advise both to keep their disagreements and differences out of the papers, and recognize the magnitude and difficulty of the work in hand, with charity and with resolve to minimize differences and a spirit of service rather than credit. It took many years for the whole country to raise money by private subscription to carry the Washington Monument up to one-third of its present height. Then the Government had to complete it. The sponsors of Stone Mountain will better understand the task by recalling the rough path of those good women. The appeal now must be carried out with system and organization and faith. It can succeed only by harmony and united action. It mars the spirit of the memorial for those consecrated to its completion to quarrel over differences of methods, or any other difference."

Mr. Borglum, in an interview published by the New York *Times*, declares that he destroyed his "inaccurate working model for the greatest piece of sculpture in the world's history, because I believe in the inalienable right of the artist to his own creation." He adds:

"This is my fight; the eternal right of authorship in an idea. Stone Mountain Memorial is the greatest project of its sort ever conceived. It should be finished because it represents an idea as deep, as basic as the rocks upon which our wonderful Continent rests. Gutzon Borglum, the individual, is nothing. Art, expression, freedom are everything. On this I stand or fall. . . .

"Last May there was an election. Randolph was due to be ousted. He came to me and said he was trying to hold the lines for McAdoo, and if he were ousted it would hurt the McAdoo cause. On this plea I threw my weight for him and he was reelected.

"The Stone Mountain Association, dominated by Randolph, collected, according to its figures, $130,000, and spent $170,000. Of this, $70,000, it is admitted, was spent in the office of the Association. A fortnight ago, at a board meeting, I demanded a check of audits. I brought down an accountant from New York and paid him $100 a day to go over the accounts. To this day I have never been able to get an accounting. I was dismissed when it became known that at the next meeting I would insist on an accounting."

LIGHTNIN' STRIKES LONDON

AMERICA IS ALWAYS WELL REPRESENTED on the London stage. Sometimes as many as eight or ten pieces of origin here can be seen at one time. They fare well or ill, as the British taste may happen to be imprest by them; our own precedent judgments on these plays are rarely much of a prophecy of their reception with our English cousins. Just now John Barrymore is playing "Hamlet" at the Haymarket Theater, and we shall later report something of him. What may interest almost as many readers is the fact that our old stand-by "Lightnin'" is also trying itself out over there. Naturally it drew a good many Americans sojourning in London to its first performances, and this fact alone brought out a critical observation that is peculiarly British. Mr. Edward Shanks, critic of the London *Outlook*, finds it "a curious fact that Americans have a patriotism like that which one associates with the members of the smaller nations." The observation is backed up in this way: "The Scots will turn out anywhere, as a matter of national duty, to see Sir Harry Lauder or 'Bunty Pulls the Strings.' But can one imagine the English, in the remotest foreign city in the world, making a national occasion even of Mr. George Robey, even of a play by Sir Arthur Pinero?" The next comment may be either a sigh or a toss of the head: "This, which is denied us, is given to the Americans." If Mr. Shanks had known the history of "Lightnin'" on its native heath, he might have understood why the London Americans all flocked to it "as if they were flies in hot weather." The critic couples his notice of "Lightnin'" with that of another play, "Silence," now successfully running in New York also with Mr. H. B. Warner in the principal rôle. Mr. Shanks begins by speculating on the cause of the strange behavior of these Americans:

LIGHTNIN' BILL JONES

Of London, who wins the silver bell offered by *The Sketch* for the best acting of the month of January. He is Horace Hodges in private life.

> "There is no doubt some local tang in 'Lightnin'' and 'Silence,' which, different tho these plays may be, gives them that feeling of subdued nostalgia which none of us find really unpleasant. And it is just possible for us to understand this, for in England there is something which reaches out to America and has a sensation of homesickness whenever the American scene is evoked. Therefore, tho we have sometimes been insensitive to the fine flowers of American art and literature, there come moments when we are all appreciation.
>
> "We are always, I think, all curiosity; and these two plays appeal to our curiosity as well as to our appreciation. What are the Americans, bafflingly so close to us and so far from us, really like? How do they really live? What is the texture of their days? What are the differences?
>
> "To these questions these plays seem to return an answer which no patriotic American would willingly give. Dishonest lawyers and great corporations combine to devour the poor; and judges entrusted with the trial of divorce suits and criminal prosecutions administer justice without dignity or self-respect and openly allow themselves to be influenced by personal considerations. This is 'Lightnin'.' Politics are in such a condition that they can determine the execution or reprieve of a condemned man, who will have death or life according to the Governor who happens to be in office. District attorneys take bribes from men who play pea-and-thimble at fairs; and the struggle against graft takes a strangle-hold even upon trials for murder. Here is a political morality which is difficult to follow. This is 'Silence.'
>
> "In each case, the interesting point is that which is not strest, that which is merely subsidiary to the plot and is taken more or less for granted. Thus, in 'Lightnin',' it is taken for granted that a judge to whom it falls to try important cases will be naive, undignified and crude to a degree out of which boisterous comedy can be made. Thus, in 'Silence,' it is taken for granted that a State Governor who is friendly to the interests concerned can be relied on to pardon a man found guilty of murder. These are indications not to be neglected by the inquisitive sociologist. The wicked lawyer, common to both plays and in both necessary for the functioning of the plot, may correspond to the wicked lawyer in English melodramas. It would be rash to draw the inference that in America lawyers are commonly wicked. But the unstrest point carries conviction; and I doubt whether the Americans who gathered to applaud these pieces quite knew what their delighted clapping was saying to us. There was more jealousy of national reputation, if less honest acceptance of reality, in those Irishmen who hissed Synge's 'Playboy of the Western World' on the ground that no good Irish girl would ever have mentioned her shift."

As "Silence" is yet to make its appeal to the country at large, we will confine our further citations to the better-known "Lightnin'":

> "The play exists for *Lightnin'* himself, and almost any other plot would have done as well as a medium for exhibiting him. But the authors have, with commendable foresight, made their medium as good in itself as they knew how. The real plot, the plot of two villains to secure the hotel site for a song and to consign the log-chopping young hero to jail, is rather perfunctorily finished off, but it has some lively moments. And the humors of the Reno Divorce Court and of the hotel that is perched astride of the California-Nevada State line are admirable. When the curtain went down on the last act I felt, but without resentment, that this piece had lasted at least half an hour longer than the average. But I was wrong. It is of no more than the average length, and I attribute my impression to the fact that no moment of it is empty or flabby.
>
> "The outstanding part of it is, of course, *Lightnin'* himself, who transforms a very competent entertainment into a very remarkable one. The play was, I understand, a colossal success in the United States; and that means that the right person must have been found for the part of *Lightnin' Bill Jones*. That makes it the more extraordinary that there should have existed in England also the right person for what at first sight one would have thought a part written to fit one particular actor. One certainly now would think that it had been written to fit Mr. Horace Hodges."

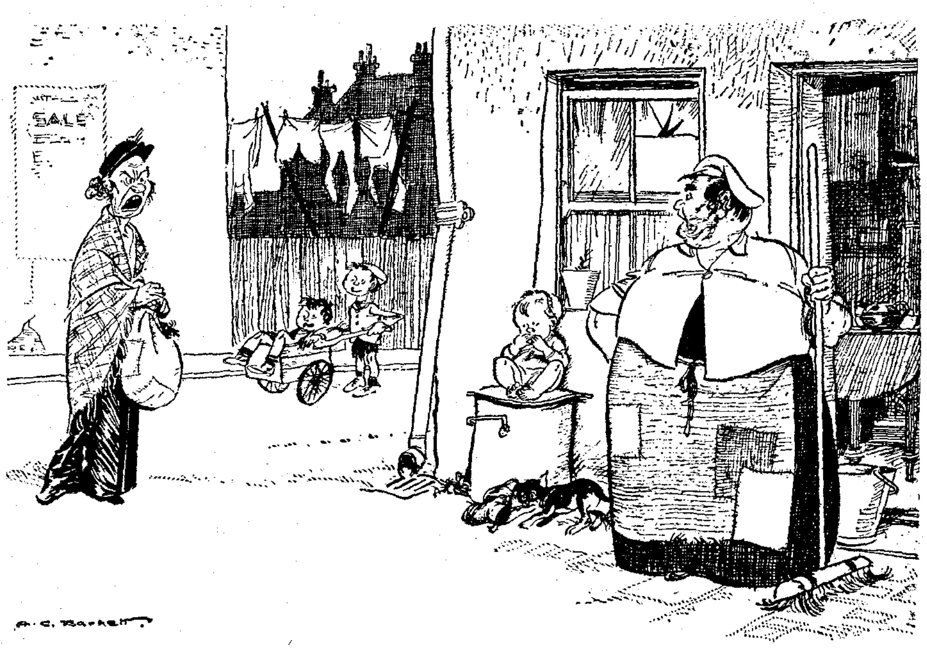
And apropos of the English actor it is implied here that Mr. Hodges repeats almost the history of our lamented Frank Bacon who waited so long for the part that made him famous:

> "Mr. Hodges, I have heard it said, is an actor for critics. He knows so superbly how to do it, and yet is not merely a virtuoso, is also full of rich sap and gusto. Here, after a very distinguished career, he has his triumph. The play is his, the theater is his, and all we who are in it. The plot may be suspended, the love-making interrupted, whenever he makes one of his incredibly slow entrances on to the stage. Never for one moment does the slowest played part of all my experience fail to hold the fascinated attention of the audience. Slowness here is the backbone of the play, not, as is usual, a contrast to the rest. It matters not how brisk the rest may be: Mr. Hodges makes his entry, casts round a tranquilizing eye and we wait, content, for whatever he may please to say or do."

While our own stage is undergoing a fumigation it may gratify some to reflect that we wash our dirty linen at home. *The Daily Graphic* (London) says of "Lightnin'" that "from start to finish the play is crammed with breeziness and wit which is so clever and clean that a Lutheran censor could not take exception to one line."

EUROPE AT THE CROSS-WORDS

"AS DANGEROUS AS Spanish flu" is the way the cross-word puzzle is looked upon in France. It was to be expected that the game would not make the same headway there as did the American dances. The newspapers are reported to be warning the public to keep away from the new "transatlantic craze." One reminds its readers of a Frenchman who, before he died in a lunatic asylum, "used to carry a paper and pencil in his pocket, and at parties used to say, 'Help me, my dear, I have lost my appetite and my sleep because I can not solve this conundrum.'" This is one of the reports from correspondents of the Chicago *Daily News*, who inform us of the progress of the epidemic through Europe. In England the disease is well settled for a run, tho some look for a more or less speedy convalescence. However, the infection has reached high places and the contagion is correspondingly intense:



CROSS WORDS IN LONDON

FIRST LADY: "You rotund, decangular, eolithic, ferruginous, neuropathic cassowary, you!"

SECOND LADY: "Blimey, you don't 'arf fancy your blinkin' langwidge since you've bin doin' cross-word puzzles, don't yer?" —*The Humorist* (London).

"Members of the royal family have tried and been amused by the puzzles, which thus gained the sanction that means popularity. In every detail the progress of the craze corresponds to its development in the United States. Persons who were mildly amused at first, later became enthusiasts. The sale of pencils, erasers and dictionaries astounded the stationers, whose long-dormant stocks disappeared like magic. Librarians have been distracted by the call for dictionaries and books of classical reference.

"The editors of the several London newspapers when questioned declared the cross-word puzzle to be good for only a few months more. Then, they believe it will be supplanted by something 'equally clever and fascinating from the ingenious Americans.'

"Meanwhile, the little black-and-white squares make their appearance in strange lands, whither they are carried by English or American travelers. This pastime of the United States promises to involve the whole world and may lead to grave discussions as to the influence of the American mind upon the older races."

Ireland may be hospitable from the fact that America is the first offender:

"The cross-word puzzle has crossed the Irish Sea. Thousands of men, women and children in Ireland endeavor every day to solve its conundrums, and there is a boom in the sale of English dictionaries and books of reference. The Dublin newspaper having the largest circulation is guaranteeing a cross-word competition in England of which the first prize is £5,000.

"The Gaelic movement is not behind in taking a share in the current novelty. *The Daily Independent* is organizing a cross-word puzzle in the Irish language. Solving it will be no easy matter, for tho a good many people now know Irish, and the language appears side by side with English on the postal and telegraph forms, and is even optional on affidavits sworn in the courts, it does not lend itself readily to the cross-word puzzle. The solutions of the puzzles depend on the exact spelling of the words. In English spelling is more or less uniform and dictionaries abound. Irish dictionaries are very scarce and incomplete, and there are differences of opinion as to spelling. These, tho unimportant and less in extent than was common in English 300 years ago, are sufficient to bother the cross-word puzzle-solver. Varieties of Irish spelling will certainly help the inventors of the problems."

The puzzle might be regarded a boon to the lethargic Dutchman, unless he resents it as an invasion of his philosophic calm:

"A wave of enthusiasm is sweeping over the Dutch lowlands, and in nearly every family parents and children drudge during the long winter evenings trying to work out the cross-word problems that have appeared in the Dutch newspapers and weeklies since three weeks ago.

"The Amsterdam *Algemeen Handelsblad* makes a point of honor of having introduced the puzzle into Holland. Soon afterward two weeklies followed its example, and to-day the puzzles are proving one of the most popular competitions ever run. The entries in the prize competitions include people of all ages and all walks of life.

"The prizes awarded, however, are much more modest than those in the United States. A few big Dutch firms have joined in the puzzle craze, advertising in cross-words and associating cross-words with their sales. One weekly publication has engaged a well-known novelist to compose a new series of puzzles."

Vienna has its *Kreuzwortraitsel*, tho in its incipient stage:

"English papers in the cafés brought the cross-word puzzle to Vienna. Most of the waiters here were interned in England during the war and know the English language. Several weeks ago, before there was a German cross-word puzzle, I passed the idea to some waiters by showing them a puzzle in an English newspaper. They became 'fans' immediately, and from then on the cross-word puzzle has about ruined the service in that café. I had to change cafés in order to get away from waiters who bothered me with requests for words in five letters.

"Then the idea was taken up by the Viennese papers, and Austrians generally were drawn into the game. Now one of the popular pastimes of the Stammtisch groups is to work out puzzles while drinking coffee covered with big slabs of whipt cream."

Italy is toying with the idea. But Mah Jong is at the high crest of the wave; and American representation is mainly in the dying strains of "Bananas," the film called "The Kid," and in the ballroom "blues". Italy has obviously not yet waked up to her intellectual opportunities:

"The inquirer was sad. But he glanced hopefully at the list of games recorded in the order of fashionableness, in *Play*, the foremost Italian magazine of fashionable indoor sports. There, after Mah-Jong, came poker, in which (it was explained) a 'kingly staircase' beats a 'full American on staircase.' Next, in the estimate of fast-society circles, come bridge, chess, hearts and dominoes.

"It is a question whether the cross-word puzzle can nestle long in Italy's expansive language. In a country where 'limp' is 'zoppicatura' and 'quickly' is 'precipitevolissimevolmente,' where kitchen utensils and familiar prepositions are exprest by melodious sequences of vowels instead of honest Anglo-Saxon grunts, perhaps it will prove too difficult to find the extinct Etruscan herb which fits exactly into the last two squares.

"There is a rumor, however, that in one of the earliest cross-word puzzles published in Italy the first word proposed was 'The greatest Italian since Julius Cæsar, in nine letters,' and that somebody who suggested 'Garibaldi' was arrested for disturbing the peace."

In the London *Spectator*, Mr. Denis Mackail tells how the acute stage of the mania is tending in England toward its collapse:

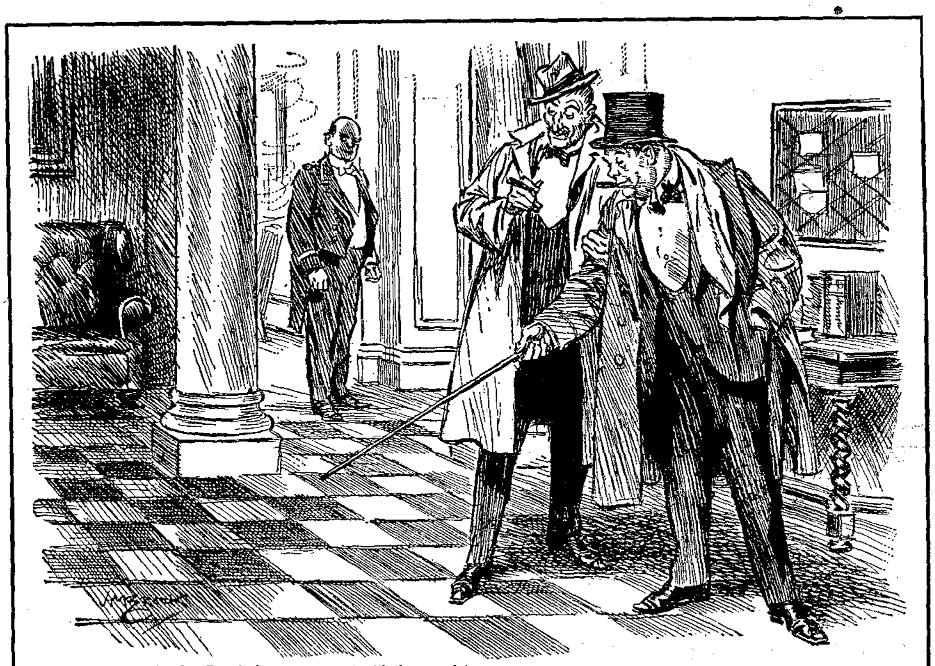
"There was something extraordinarily flattering to one's intelligence about the simplicity of the earlier problems which appeared in the English newspapers. 'Come, come,' one said to oneself; 'this is mere child's play. Give me something with a little kick to it. Something that will really put me on my mettle.' Already, without one's realizing it, the virus was spreading through one's veins; and the English newspapers were more than prepared to assist its passage. Anybody who can solve the puzzles which they are publishing now without the help of Roget, Webster, the *Times* Atlas, Ruff's Guide and Mrs. Cowden-Clarke—a pretty cumbrous library to take away for a week-end—has my admiration and congratulations—qualified only by my profound disbelief that they have really done anything of the sort.

"And here, perhaps, one sees the germ which will in the end bring about the cross-word puzzle's decay. Just as the purity of Gothic architecture degenerated into the flamboyant, and so passed forever from our midst, thus—unless the lesson of history has been read in vain—will the over-elaboration of the cross-word puzzle eventually prove its undoing. There are students, already, who have lost the wish to solve any one else's problems; who retire, with the above-mentioned works of reference, and any others on which they can lay their hands, and spend days on end in constructing fantastic masterpieces which are utterly insoluble by anybody at all. They excavate archaic and forgotten words only to bury them again in a pattern where they regain their original oblivion. They discover that the 'Kokama' is another name for the 'Gemsbok'—but they keep this invaluable information to themselves. The days of the three-letter word meaning 'large body of water' are indeed, and rapidly, being relegated to the past."

THE COVER—The artist represented on the cover this week, Ignacio Zuloaga, has already been introduced to readers of THE LITERARY DIGEST, in the issue of January 24, in an article dealing with aspects of his art represented in the collection of pictures which is now being exhibited in America. It remains now to give some of the bare outlines of Zuloaga's life story and to say that he was born on the 26th of July, 1870, and that his education in the arts was secured in his native land of Spain and in Paris. The Luxembourg Gallery acquired one of his prominent works, "Daniel Zuloaga and His Daughters" in 1899, since which time it has remained on exhibition there. Others are "Promenade After the Bull Fight," one of the numerous examples of this type of subject which constantly attracts him; also "Spanish Dancers," "Segovians Drinking," "El Coriano," and "The Dancers." Since coming to this country Zuloaga has received many offers of commissions to paint portraits of Americans prominent in social life. It is said that he has been obliged to decline at least twenty-five such commissions. Before coming here, as we learn from *The American Art News*, the painter exprest his desire to do a portrait of Henry Ford, "the man who made that wonder-working conveyance that takes us over the roads of Spain, with all speed,—that man I will paint."

OUR "SUBJUGATING" MOVIES

AMERICAN MOVIES as a "subjugating" force in Great Britain have lately stirred Sir Sidney Low, the brilliant publicist, to some apprehensions for Britain's cultural integrity. America's leadership in moving pictures has been practically acknowledged by most other nations; but that by such means America should move to practical leadership in other things non-political is an idea that strikes the Chicago *Journal of Commerce* as somewhat fantastic. The *Journal* quotes a few of Sir Sidney's paragraphs and adds a consoling comment:



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HIGH LIFE AS WELL AS LOW FEEL IT

"'Stror'nary number of words of one letter!"

"'Manufacturers of ready-made goods in Yorkshire and Lancashire find there is a demand for clothes, boots and shoes cut in American styles because these styles have been popularized by the American movies,' writes Sir Sidney in the *Weekly Dispatch*. 'Millions of people on these islands and in Australia, New Zealand, Canada and India get ideas not merely on clothes, but on conduct, ethics, society, morals and taste from American films, which have simply swamped ours out of existence.'

"So far, so good. It is true that, without any intention to that effect by the producers, American moving-pictures act as propaganda for American products, American taste, and American manners. As a result, America gains a certain prestige which is no doubt helpful in business. But that is not enough for Sir Sidney. He sees our moving picture triumph as a foretaste of general American supremacy.

"'We unsubjugated the Americans in the latter part of the eighteenth century,' he writes. 'Before the latter part of the twentieth century the Americans may have subjugated us, not politically, but in most other respects. . . .

"'In due course, American plays, books and magazines will similarly extinguish our native product. There never has been such a conquest. The Romans subdued Greece, but were themselves humble learners from the Greek philosophers, poets and artists. We can not hope for any such moral revenge over our coming transatlantic conquerors. Americans will send us ready-made thoughts as well as ready-made boots and provide us with their own substitute for the English language.'

"In all of which Sir Sidney Low is a too gloomy prophet of his country's future. What grounds are there for believing that American plays, books and magazines will extinguish the British product? If American plays and books are often successful in England, it is equally true that English plays and books are often successful here. Aside from America's triumph with the movie, we can recall only one noteworthy cultural conquest of the rest of the world by the United States in the last few years, and that conquest was the imposition of jazz music on the rest of the world. The ultimate results of our jazz conquest are still to be seen."

RELIGION-AND-SOCIAL-SERVICE

CRIME AND THE NEWSPAPERS

"WHATEVER GOD ALMIGHTY allows to happen, I will print," once said Charles A. Dana, in speaking of his conduct of the New York *Sun*. Most newspapers take their cue from the great editor, and everything that is news, whether it relates to a peace conference, a hold-up, a Presidential message, or a murder, goes in. But it is frequently charged that the newspapers give too much front-page attention to stories of crime, and, by thus playing it up, attach the halo of a hero to a murderer and make crime appear attractive to the morally unstable. Now *The Christian Century*, an undenominational religious weekly of Chicago, publishes an open letter to the Chicago papers, asking them to declare a thirty-day holiday on news of crime and to give more attention to the significant news of the day. The appeal, so far, has received no response, save as it has met with rejoinder and argument, and Chicago papers pursue their daily grind of recording crime as before. The appeal, in part, is as follows:

> "Gentlemen: We can not doubt that, as citizens, you who control the great newspapers of Chicago share with all your intelligent and respectable neighbors a grave concern for the evil effects which the press is having upon the moral life of the community. You are citizens, highly respected citizens, and most if not all of you are Christian churchmen. . . . It is needless to say that your newspapers do not reflect the moral standard or tastes or habits of thought of the preponderant majority of their constituency, any more than they reflect the moral standards or tastes or habits of thought of their proprietors. Parents on every hand are baffled by the problem of keeping decently clean and normal the minds of their youth, exposed as they inevitably are to the unwholesome picture of life which they see in the press. Students of civic life are openly declaring journalism's preoccupation with crime to be a major cause of much of the moral delinquency in our time. The man-in-the-street is more inclined every day to believe that there is an unholy alliance between the newspaper and the crooked influences in politics and society. Along with this there grows a legend of an innate affinity between the newspapers and the unclean. . . .
>
> "Our proposal is this: That you, the proprietors of the daily press of Chicago, agree together upon a united shift in news emphasis for one month. In such a meeting it could be decided that all the newspapers of Chicago would for thirty days 'play down' crime, bestiality and the sordid aspects of life, and 'play up' those really significant events and constructive activities that make citizenship in such a city and such a land a high privilege."

EVOCATION

By A. G.

Give me that I may give again,
That, having nothing, I may give
Freely to all way-faring men
Water of life that they may live.

Illumine me that by Thy light
I may enlighten those who stray;
And guide their wandering feet aright
Into the splendour of Thy way.

That I may speak, speak unto me;
So shall I speak no words of mine.
Blind, thirsty, dumb, then shall I be
A lamp, a well, a voice of Thine.

—*The London Graphic.*

This sounds plausible, says the St. Louis *Star*, adding that "it is a view shared by many excellent people, as well as by some of the considerable class of more or less vain persons, who are sure that they could run many lines of business, and especially newspapers, far better than those who are conducting them, and have made their work a study for years." On such principles, we are told, "the Bible itself could be overhauled, and much of its frank portraiture of men and of life could be expurgated." However, the New York *World* takes up the challenge by a reference to the facts, to see how much sound basis there is for the allegations. *The World* made a careful survey of the front pages of the leading New York morning papers of one day, with this result:

> "Crime—*World*, 1 item; *Times*, 0; *Herald Tribune*, 1; *American*, 0.
>
> "Foreign Affairs—*World*, 1; *Times*, 2; *Herald Tribune*, 2; *American*, 2.
>
> "Public Affairs, United States—*World*, 3; *Times*, 4; *Herald Tribune*, 3; *American*, 1.
>
> "Miscellaneous—*World*, 8; *Times*, 7; *Herald Tribune*, 10; *American*, 8."

Then the survey is continued to see whether the "significant events and constructive activities" asked for by *The Christian Century* were properly covered, with this result:

> "The story of a policeman wrongly convicted set at liberty on motion of the prosecuting attorney.
>
> "The story of a boy, four years old, heroically rescued from death as he floated down the Passaic River on an ice-cake.
>
> "The story of a previously unpublished speech of Abraham Lincoln's.
>
> "The story of the heroic efforts to save Floyd Collins.
>
> "The story of an aviator carrying serum to a quarantined liner."

This is declared by *The World* to be a fair average of all days, and it is held that, if this is true of New York morning dailies, it can be assumed to be approximately correct for dailies in other cities. Taking up the question further, the St. Louis *Star* says that it can not be denied that the daily press is constantly nurturing every welfare development or uplift proposition that has common sense, justice and merit. The daily newspaper, we are told, "must be a mirror of life. Its function is to inform the reading public what has happened, as far as practicable, as far as the human judgment of trained human beings can select out of oceans of material the subjects their readers are interested in." As a matter of fact, comments the Boston *Post*, neither the papers of Chicago nor of any other city devote any great part of their space to the accounts of crime. "Papers do print accounts of evil deeds as they come along, as part of their news-offering, but generally no more than the doings of the day warrant. A newspaper that fails to record such events is not in the truest sense a newspaper at all." As to the effect on crime of newspaper publicity, *The Post* asks:

> "Does any one believe that the criminals like to have all their deeds recorded? Would they not prefer the darkness of complete silence as to what they do? Could they not keep on doing them more effectively if no newspaper ever revealed their iniquity, and so made their apprehension the more probable?
>
> "In any question of this sort we would like to have the votes of the criminals. That vote would show to a certainty whether or not the bad men of the land would prefer silence or publicity. And we think that they would vote for silence."

Vanity is one of the commonest human failings, notes the Manchester *Union*, and it admits that there is probably something in the belief that notoriety influences some criminals, causes some weak-minded youths to commit crime, largely to show off. But, "if after they are apprehended, other weak-minded and more delicately nurtured folks crowd around them, and fill the air with moans over them, crying out that the criminal must not be punished, weeping maudlin tears over them, the process of hero-making is completed. The criminal sees himself a martyr, because the sentimentalists declare him one." "Stiff sentences for the newspapers to chronicle," it is urged, should be tried instead.

But if newspapers really believe that publicity deters crime, the logic of the situation, says *The Christian Science Monitor*, requires them to give crime still more space. "The efficacy of the remedy ought to increase in proportion to the size of the type." *The Monitor* concludes:

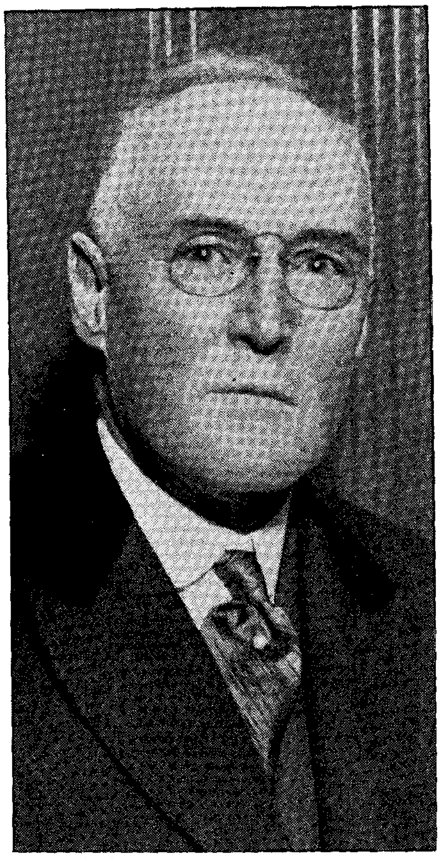
> "They should choose their line of defense and stick to it. If they really are subordinating crime news, as *The World* insists, more power to them, and may they persevere in their good work. But if they really think crime news is a deterrent to the commission of crime, they ought to print more of it, and not inconspicuously, but with all the typographical emphasis the office equipment permits."

Returning to the attack, *The Christian Century* declares that newspapers overplay the sordid, instead of giving it its proper news value, and thus smear bestiality across their pages in such a way as to create the impression that bestiality is the focus of the city's life. Of this habit we are told:

> "Where it is not done by means of spectacular treatment, it may be done by means of constant iteration. It is at this point that the *World's* test of a newspaper by a single front page fails. It is not the single front page that fixes the impact of a newspaper, but the run of interests in a city editor's assignment book. What kind of a story is it that a city editor always notes for further development, adding investigation to surmise, interview to testimony, illustration to discovery? The question answers itself. It is this determination to run down a breach of social order to its ultimate indecency, while dismissing constructive events as finished with a day's telling, that feeds the false view of the world foisted on many.
>
> "More devastating is the lie in the glamor that the newspaper casts about crime and bestiality. Not alone in headlines, but in articles, where no excuse of straitened space can be admitted, thieves are no longer thieves, but bandits; murderers are not murderers, but gunmen; adulterers are not adulterers, but proprietors of love nests. The surest method of becoming a hero of public attention is to commit crime. Kill your mother, and to-morrow the press will be devoting more space to your slightest word than to that of the President of the United States. It will photograph and interview you; compete without financial limit for such diaries, letters or other written material as you may desire to market; and will follow you to acquittal, prison or the gallows itself with the fanfare of fame.
>
> "It is a criminal offense in England for the press to introduce into its reports of such matters elements that will not or can not form a part of the official trial record. Should such a construction of the law for the protection of juries be applied in this country, it is safe to say that a large part of the press would stand in constant danger of prosecution.
>
> "To do the things that have been enumerated—to magnify wrongdoing until it overshadows the thought of a city, to give to the evil-doer a glamorous and romantic standing in the public eye, and even, on occasion, to manufacture sensation—is not to produce a newspaper. It is to prostitute the profession of journalism."

STANDARD OIL CRITICIZES THE CHURCH

THE CHURCHES HAVE FAILED to keep abreast of the times; they have given way to the automobile and the movie, in the opinion of a distinguished captain of industry who is a church trustee and a director of the Y. M. C. A. It is not a new charge, of course, but it arouses the interesting question whether business is in a position to criticize the Church and to challenge it to new endeavor. Does Big Business make distinctions in matters of religion, seeking chiefly props for itself instead of the good of the whole community? A. C. Bedford, chairman of the Standard Oil Company, president of the board of trustees of Emanuel Baptist Church in Brooklyn, and director of the Brooklyn Y. M. C. A., gives much of his time and money to religious activities, we are told, and he speaks, therefore, as a friend of the Church. In an interview appearing in the Boston *Globe*, among other papers, he notes that tho we have every material advantage over Europe, with ample opportunity for sane living, we have forged far ahead of Europe in crimes of violence and calculated theft. He is struck with the fact that the American crime bill for 1924 equaled our national budget—$3,500,000,000. Perhaps the most disturbing fact, he reflects, is that we are breeding criminals in large numbers, for last year 70 per cent. of what we may call financial crimes were committed by juveniles. He is not sure what the cause is, whether primarily immigration, ineffective Prohibition, post-war moral breakdown, or something else. However, he goes on: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THE CHURCH IS LAGGING

Asserts A. C. Bedford, Chairman of the Standard Oil Company and Y. M. C. A. director, adding that "as a business proposition" it must keep up with the times or be left behind.

> "As a business proposition, the Church must keep abreast of the times, or be left behind. There has been a great change in the relationship between communities and their churches in the past fifteen years. The Church is no longer the center of social activity that it was before the coming of the motion-picture and the automobile.
>
> "I understand that between 10,000,000 and 15,000,000 persons pay admission each day to see moving-pictures—about as many as enter our churches in the course of a week. It is a very vital responsibility that the makers of pictures have assumed for this vast audience, and the move to incorporate boards of censorship indicates that the responsibility has not always been met.
>
> "I am convinced that good citizenship can not be forced upon people by the enactment of more laws nor the employment of more police. It must be the result of education and moral training which makes crime repugnant to the decent-minded. The Church can certainly take the lead in this kind of education. I believe that it can do much more along this line than is being accomplished to-day."

Mr. Bedford does not explain how this can be done, to the regret of the Brooklyn *Eagle*, which notes that the movies have much more dynamic influence over young people than the churches exert, and that this influence is not always for good. But the churches, we are told, "in the judgment of many thinkers, have gone as far in concessions to the youthful demand for drama as they can go with dignity or good effect. What are they to do next?" *The Eagle* confesses that the question is puzzling:

> "Maybe, after all, the negligence of the Church is fairly blamed for letting parents slip away from their duties and for

that alone. Religion never deserted the American home, when the home was what our forefathers made it. Very largely in the cities, and to a considerable degree everywhere, that home has been atrophied. Family prayers are rare. Even the gathering of families at breakfast and dinner is often irregular. As for the midday meal there is no pretense of any sort of gathering. The restoration of the home may be the key to improvement, but it is a lost key, just now, and optimism will not prevail until it is recovered."

As far as business influence for good is concerned, the Topeka *Daily Capital* thinks that it may safely be said that the Church will not attain the authority in the community that Mr. Bedford desires, if it considers its mission as "a business proposition," or if economics is set over religion or apart from its authority. *The Daily Capital* reflects that—

"When half a dozen Big Business interests are summoned to Washington in a single week to give account of themselves as law-abiding institutions, and as acting in good faith in agreements with the Government or the law, lawlessness is not exclusively a matter of violent crimes. As for the Church, when it obtained an endowment for social research and then investigated the twelve-hour day and seven-day week in the steel industry, its endowment was shut off and that particular activity of religion went promptly out of business and has never been heard of since.

"Religion is either supreme or it is nothing. It either reigns over economics or it has no authority anywhere. Perhaps the greatest peril of religion and the Church to-day is in the rivalry of economics as the ultimate authority and sanction. If economics assumes to draw a line beyond which religion had better not concern itself, it does more to destroy the influence of the Church and the authority of religion than all the petty criminals in the land, no matter how huge the aggregate economic losses their crimes entail."

"I NEVER HAD A CHANCE"

CRAVEN CRIMINALS sometimes set up as a last resort the plea that they never had a chance—never had a chance in the country that gave opportunity to Washington and Wilson, Lincoln and Lee. It has been used with dramatic force in perhaps every courtroom in the country when other reason for palliation or mercy has failed. There are exceptions, of course; but too often a criminal attempts to sneak to cover by fastening his own crime on society. The plea has been worn threadbare, and we have an illustration in point. A nineteen-year-old Nebraska youth, charged with what is described as a cold-blooded murder, sets up the defense that he "never had a chance." We are told that he was born and raised in Nebraska. All his life he was within a stone's-throw of a schoolhouse. He never was so far away that he could not hear the sound of a church bell. Around him were all the influences of civilization. A bountiful country spread her opportunities for his choice. Examples of thrift, industry, honesty were before him, wherever he turned his eyes. Yet he pleads that opportunity was denied him. It "is the lying, whining wail of a young desperado caught after a chase of thousands of miles, and after a plea of guilty at a preliminary hearing at Hastings, Nebraska, on a charge of murder, as heartless and brutal a murder as ever disgraced the criminal annals of the State," writes Charles E. Matson in the Omaha *Bee*. Mr. Matson is the prosecuting attorney in another county. He counters the plea with a vehement and vividly worded declaration that deserves a wider publication for the good that it may do. Of the young murderer's claim, he writes:

"Its mere assertion is proof of its falsity, but, sad to say, it will catch the fancy of the super-sentimentalist and the superficial thinker. It's an effort to blame organized society for his criminal career. But Nebraska is not to blame, and I, for one, resent the imputation.

"This youth was not reared in the tenements of a city, or in the workshops or sweatshops of the nation, or in the mines of North, South, East or West, but in the great open spaces of Nebraska where God's sunshine bathes practically every day, where the air is pure, where baseball is the kids' summer pastime and football the autumn, where good Christian homes prevail, and the hovel is unknown, where churches and Sunday-schools abound, where hearts beat warm, and where practically every man and woman stand with arms extended to help the worthy but unfortunate, where schools are free and where it is a criminal offense for a child between the ages of six and eighteen years not to attend at least six months each year, and yet, when caught and confronted with the penalty for his crime, he cries, 'I've never had a chance!'

"He was committed to the State's Industrial School for Boys, where he attended divine worship, where he was taught discipline, and where an attempt was made to stimulate his thoughts and direct his energies along useful and lawful lines. He was paroled to an indulgent parent. He was permitted and encouraged to labor in the open fields, and then—he killed, gruesomely, crushing the skull of his inoffensive victim with a hammer that he might easier steal his victim's automobile! And yet, he 'never had a chance'! So says this youth, so say professional defenders of professional criminals, so say their imitators, who will seek to save this youth from the law's penalty, so say the maudlin sentimentalists, so say the unthinking.

"No, Nebraska is not to blame because this youth chose a life of crime that leads to the electric chair, instead of a life of usefulness that leads to honor and respect. The State of Nebraska did for him all it could and should do.

"The State of Nebraska will be to blame, however, if it does not make an example of the youth at the bar that will be a deterrent to the next ingrate who is tempted to rob or murder rather than engage in honest toil.

"The prisoner's course from now on will perhaps be the usual one. The stage is being set. The actors are rehearsing their parts. Despite his confession he'll enter a plea of 'not guilty.' A jury will be impanelled. Counsel for the defendant will attack and vilify the officers. A stranger dropping into the courtroom would surmise that the State's officers, on whom we depend for the safety of our lives and our property, were the real offenders. If the verdict is guilty with the penalty death, almost interminable appeals will follow. An unknown and a miserable, thieving murderer will immediately blossom into a national character. Printer's ink will flow from Maine to California. Hundreds of dollars will be donated for his defense, and buckets of tears shed for his fate, but not one cent will be contributed for the support of his victim's widow, not one tear will be shed for her fatherless little boy, and not one thought given for the child yet unborn that will never know the caress and love of its daddy.

"If the sentence be life imprisonment, then a few brief years behind prison bars, and once more freedom! Such was the history of Dinsmore, who murdered his wife and his sweetheart's husband. Such was the history of Tony Ciarletta, who murdered while committing a robbery. Such has been the history of other Nebraska murderers.

"No, Nebraska is not to blame because it didn't give this criminal a chance. Nebraska is not to blame because he did not appreciate what the State and its good people did for him. Nebraska is not to blame because he did not respect the law. But Nebraska is to blame because he did not fear the law! Nebraska will be to blame if it does not make an example of him, that others who are too lazy to work, and who are tempted to rob and kill will say: 'No, see what happened to this murderer,' and stay their felonious designs."

This young murderer had every chance that an innumerable host of successful Americans have had, comments the Omaha *Bee*. Many of them began on the farm, at the bottom of the ladder, heirs to hard work and possest of a spirit that did not let them rest. And *The Bee* points out further:

"It was not luck that brought any to the front. Nor environment. If luck and environment were to control, James Charles Dahlman would not be the popular mayor of Omaha to-day. He would more than likely be filling an unmarked grave on 'the boundless prairie.' Many a cowboy of 'Jim's' early life is resting there, because he believed in luck, and fancied he did not have a chance.

"What the Adams County youth lacked was courage, moral and physical. He was coward enough to murder another in cold blood, rather than to get what he craved by honest labor. All the world was before him, full of chances. So many opportunities are open to the youth of to-day, it is not easy for any to choose which to take.

"Only a coward commits murder, and he makes it doubly despicable when he pleads in agony that he never had a chance in Nebraska."

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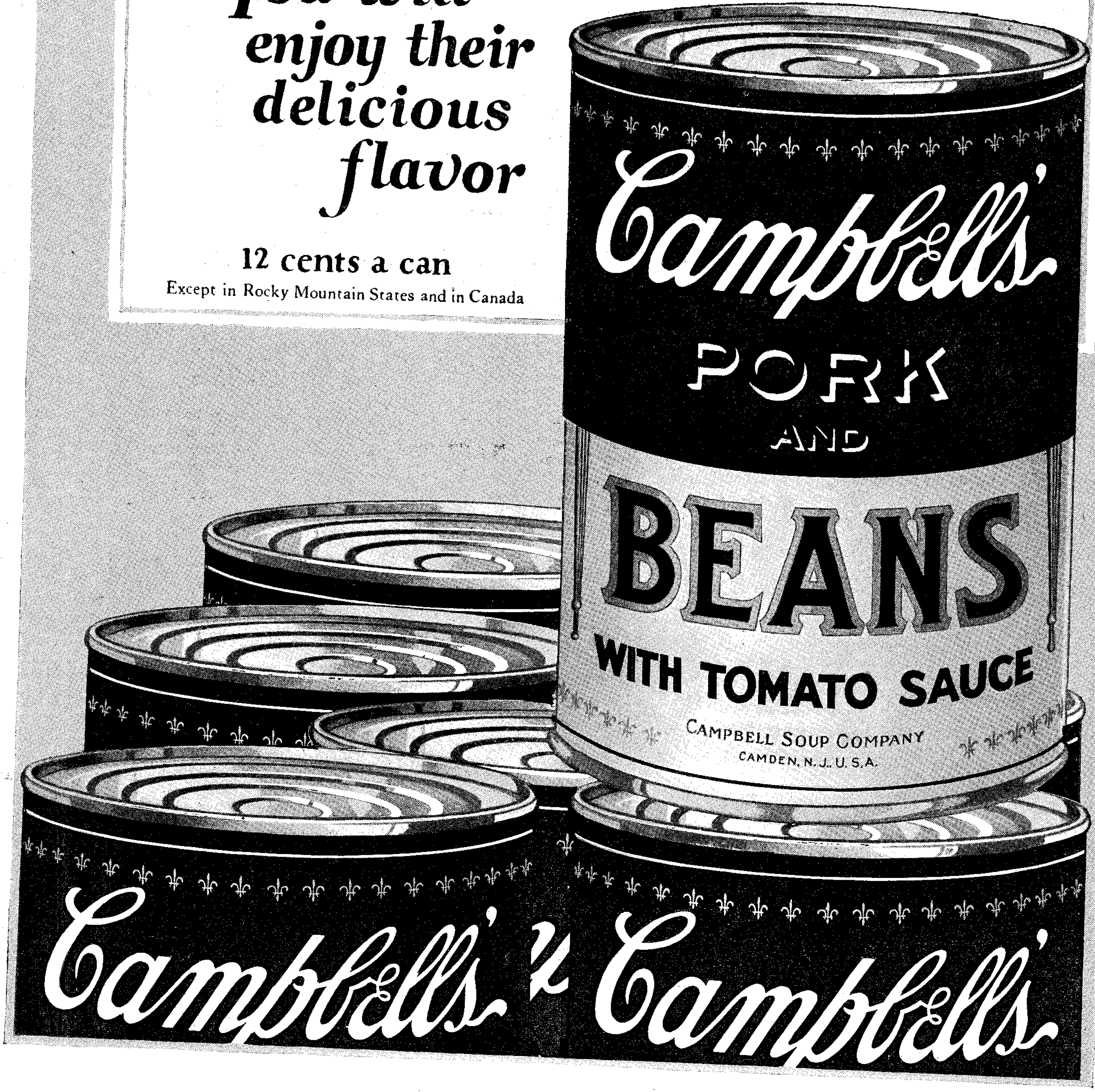
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CURRENT POETRY

Unsolicited contributions to this department can not be returned.

REPORT has it that Mediterranean liners are booked to repletion up to the summer season. So, where so many of our fellow-countrymen are bound, must interest us stay-at-homes, and *Scribner's* (March) supplies a look-in on these halcyon lands:

MEDITERRANEAN

By John Erskine

Just as I said—indeed the tea is good—
Bare rock, dark water—and no sign of man.
Yes, yonder whiteness where a temple stood
To Love—or Wisdom—or the Winds—or Pan;
And yonder boat that crawls along the coast
More lonely makes the cliff, more wide the sky;
Yet here I've felt the human story most,
Even when you were not here to ask me why.
Our love? Ah, yes, love brings us here at last,
To this cool terrace lifted from the sea;
Here love—whatever brought the tragic past,
Man wandering with his gods—brought you and
me,
A late surprise on this old shore upcast,
Two modern lovers, tourists, drinking tea.

These timeless waters and this patient shore,
That olive tree wind-twisted on the crag,
The column broken on the temple floor,
That freighter passing with the crescent flag—
This is the world I thought to bring you to,
Ancient as love, entangling as desire;
Against this sea to have this sight of you,
Where ghostly Egypt voyages, and Tyre.
Now with you here—turn not your eyes away—
Things lovelier and more fatal seem at home;
Beauty from Athens still might blow this way,
And still on swift and steady oars might come
Beneath our terrace, on so mild a day,
Danger for Carthage southward bound from Rome.

Who long ago, thinking of holy things,
Built yonder column to the serene sky,
Above our traffics and our wanderings,
And watched our little destinies go by,
Surely this mood of earth and time they felt,
The mood this solitude of beauty wears;
Alien at first, they dreamed with it and dwelt,
Until absorbing habit made it theirs.
We come too late. That temple and the tree,
Ivory and emerald in the sunset-bloom—
Those waves that on the shingle cease to be—
Those attitudes the shaded cliffs assume—
Are as we heard, and as we hoped to see.
But we are guests, and strangers in the room.

Well, since we have so little time, and since
The time we have is much too fair to lose,
And while a beggar asks for life, a prince
Takes what he needs, and has a life to use—
We'll wait no more in question of the ways
Beauty was born to linger on this shore;
What perished faith survives in golden days
And magic of the sea, we'll ask no more.
We shall but love awhile—and they'll do well
Hereafter if they envy us these hours;
The place the shadow of your body fell
By the cliff-walk, they'll trace in phantom flowers;
And Tyre and Carthage, Greece and Rome, they'll
tell,
Tried to be words, to hold this kiss of ours.

IT may be a bit naive, the confession contained in these lines in *Harper's* (March) which sweep on to the last word like the bird described:

I NEVER KNEW!

By Dorothea Lawrance Mann

I never knew that love could come like this, a thing
Sudden and sure and strong,
Like the straight swoop of a home-winging bird
Who drops from the glad upper air
To where
The lone one waits,
Then with soft-folded wing,
Forgetful of the whole wide world, will sing!

PAGANISM has a lure to modern souls born out of their native time, and such a one seems to date for the future as these lines show in *The Double Dealer* (New Orleans).

ASSIGNATION

By Gordon Lawrence

Not in the vehement hells of Mahomet,
Nor in the populous Inferno,
Nor in the stern Gehenna of the Jews—
They are for more tumultuous lovers.
But, ferried by the faded water-man,
Passed by Cerberus, the triune bulldog,
Under the grey trees, beside the silent river,
In a land of dying light and vague unease,
I appoint that you await me.

NEW ORLEANS history is comprest into these lines and told with a simple vividness in *The Buccaneer* (Dallas).

NOTRE-DAME, PRIEZ POUR NOUS

By Helen Schlesinger

[Note: A stained glass window in the St. Louis Cathedral in New Orleans bears the above inscription.]

Before this window there have prayed
Priest and pirate, wife and maid;
French and Spaniard, black slave, too;
"Notre-Dame, priez pour nous."

Bloody O'Reilly maybe came
To shrive a little of his shame.
The nuns from down the river, too;
"Notre-Dame, priez pour nous."

The lady whom—as old books tell—
Gallant McDonough loved so well;
Perhaps she told her beads here, too.
"Notre-Dame, priez pour nous."

And, sure, kind Mother Margaret,
Whose love shields little children yet,
She must have knelt here sometimes, too.
"Notre-Dame, priez pour nous."

Old faiths are dying, one by one;
Still gleams the legend in the sun.
Of alien faith, let me say, too,
"Notre-Dame, priez pour nous."

IT is laying great store by newspaper prophetics to accept the fact of this poem's inspiration. There is still human nature as well as science to count with. But granting the outcome, Harry Kemp's poem in *The Saturday Evening Post* is a fitting threnody.

UNFORGOTTEN SHIPS

By Harry Kemp

"The day will come . . . when there will not be a single ship left . . . on the ocean . . . all the voyages of the world will be in the air."—*Daily Newspaper.*

The liner dips her flag to evening,
Following the caravel and galleon;
Square rigger, battered steamboat wandering,
On their eternal voyage have begun.
Soon, desolate, to the daring seabirds' wing
All oceans will be left—while in the sun
The great flotillas of the air will run
Higher than all the larks dare mount to sing.

Yet time nor night's oblivion shall prevail
To dim the steamer's hull, the distant sail:
For still in song and fantasy shall be—
While in the hearts of men dreams have their
home—
Forever sailing down unending foam,
The unforgotten ships that thronged the sea.

WHEN the ships all leave the sea for the air, we shall all know Icarus's exultation. The New York *Herald Tribune* prints this under the sponsorship of Don Marquis:

ICARUS

By Christian Hamilton

Gods! I have flown!
All my young body is broken on the rocks
And all the red cliffs swim before my eyes—
The summer haze, perhaps—or my sight fails—
Dim World, these eyes of mine shall open soon
On great Olympus. Hah! I shall tell Jove
That I have flown—I, Icarus, a mortal!
Oh, the sun burns down, pitiless, upon me
And on my crushed white wings—
My wings—my wings—
Why did I fly so high? I might by now
Be safe, if only—only—Ah, but *flying*
High and yet higher into the burning blue
Above the ochre crags and jade-green sea!
How could I help it—how do otherwise?
And when the softening wax upon my shoulders
Let the great plumes slip sideways and I fell,
Hardly was terror there. I saw the rocks
Rush up to meet me, and I knew that never
Never would Icarus arise again.

* * *

But I have flown—have flown! These are my
wings,
All crushed and torn and dabbled—they are wings,
And this day on Olympus Jove shall know . . .
How the cliffs shudder . . . and the sun is
scorching . . .
Pain stabs my broken body so—I die—
Gods! I have flown!

The Mesa (Colorado Springs) is another new poetry quarterly and the first number contains this:

A MOTHER

By Ernest G. Moll

You were stained with the dust of the road
When first I saw you;
You were strapped with a weary load,
Little son, when I bore you.

For your father's feet were light
On the highway ever;
He left one winter's night
And comes back never.

Your father's eyes were deep
With gypsy passion;
To lie, and kiss, and sleep,
Was not his fashion.

Your father's eyes were wild
With storm clouds drumming—
You are your father's child
And summer's coming.

ONE thinks of Ariel and his beneficent work when reading this from *The Irish Statesman* (Dublin):

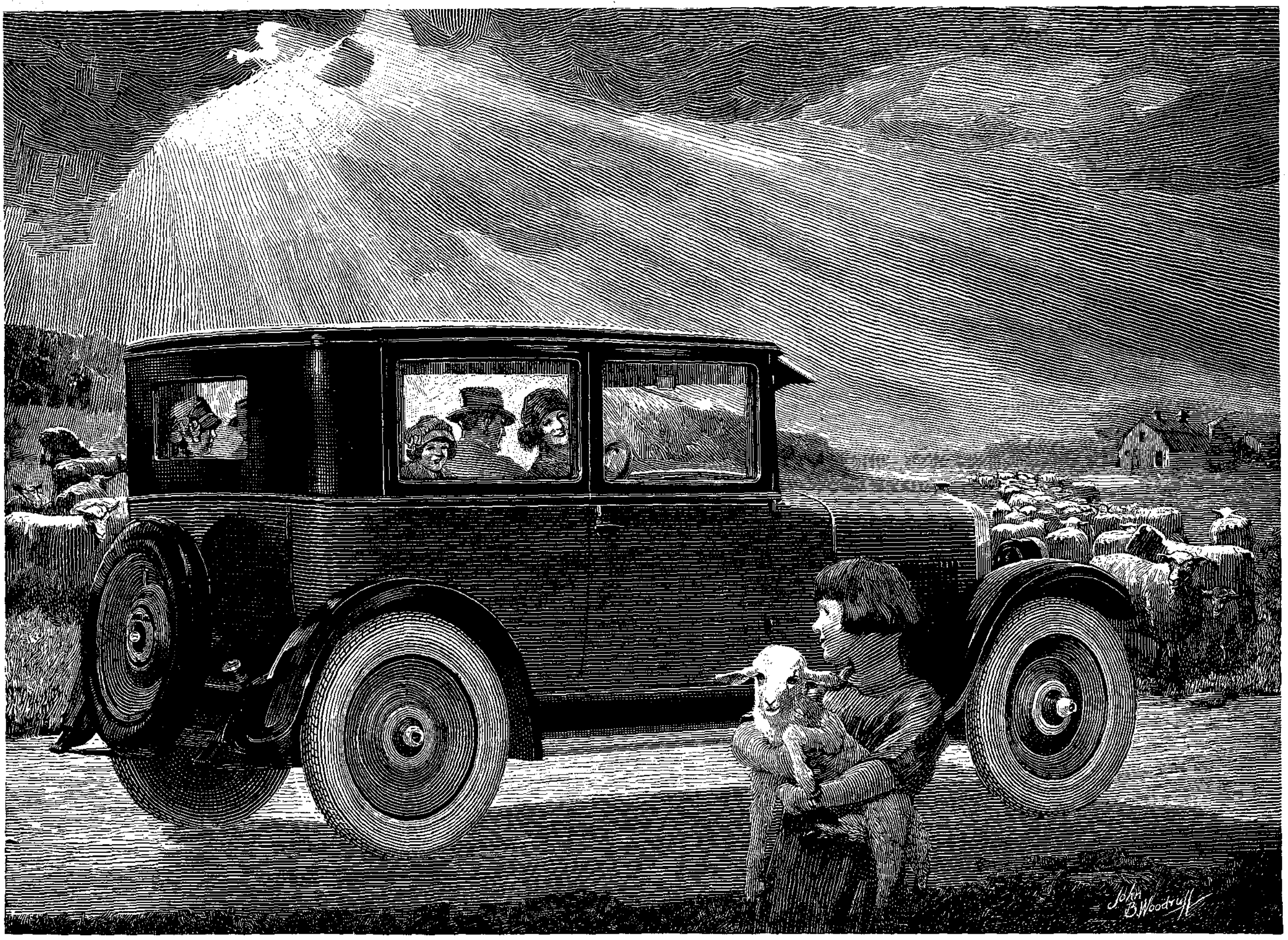
THE SOWER

By Æ

After the sower with the seed
What mightier being strides behind,
Who from a fiery hand strews out
The elves of life upon the wind?

And every one becomes a slave
Laboring through earth from seed to sun
Till the green pillar's thick with grain
And the long marvelous labor's done.

Ah, when the food is made for man,
The spirits that the scythe sets free;
Do they exult and do they fly,
Sower of Life, again to Thee?



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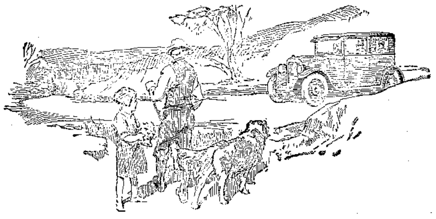
Four-wheel brakes, Fisher Body with one-piece V. V. windshield, Duco finish, balloon tires, disc wheels, full automatic spark control unit instrument panel, driving controls on steering wheel; automatic windshield cleaner, permanent visor, rear-view mirror, transmission lock, dome light, extra-wide doors with invisible door checks, and luxurious upholstery



Oakland will never be content merely to keep abreast of the times. It strives through unremitting betterment always to keep the Oakland Six in advance—worthy of winning and holding the good will of all who buy it.

Roadster $1095; Touring $1095; Special Roadster $1195; Special Touring $1195; Coach $1215; Landau Coupe $1295; Coupe for Four $1495; Sedan $1545; Landau Sedan $1645. At Factory.

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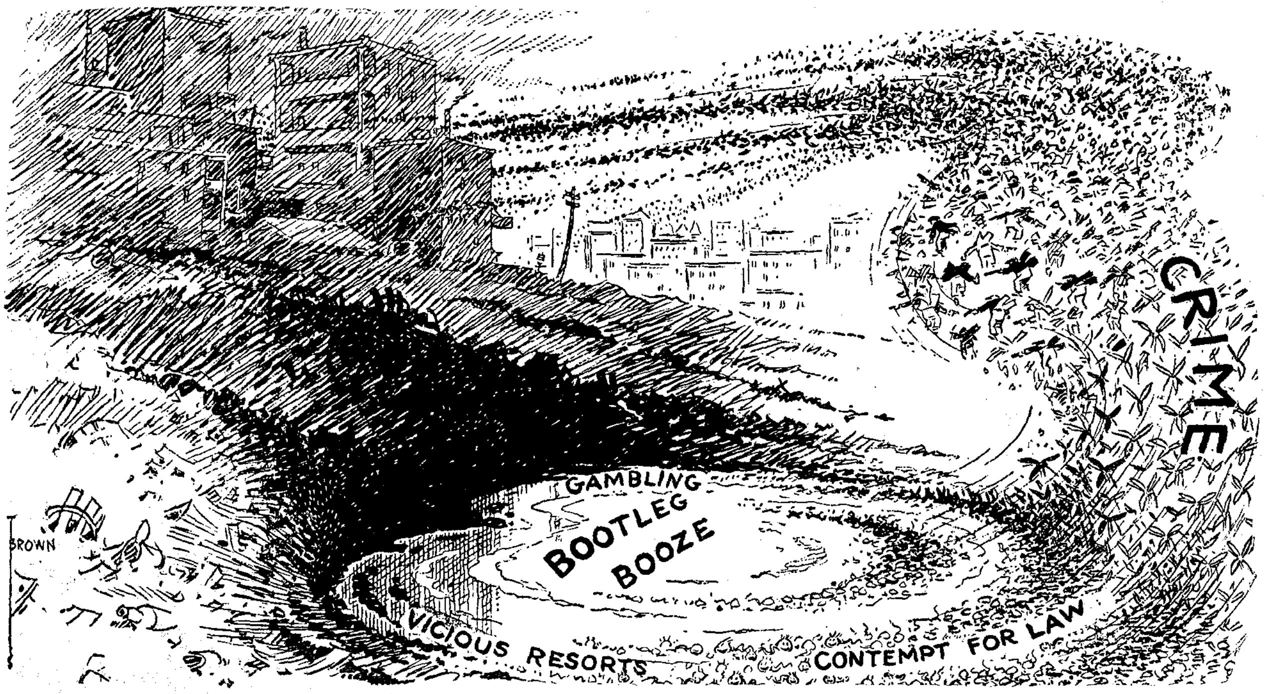


ANOTHER BREEDING-PLACE THAT NEEDS DRAINING

—Brown in the Chicago *Daily News*.

WET WAVES AND DRY-ENFORCERS

A NAVY TRANSPORT is seized at Norfolk, Virginia, with hooch being flung wildly from various port-holes; liquor worth $5,000 is found on board, and a naval court of inquiry is convened. New Orleans celebrates the wettest Mardi Gras in years; a bootlegging syndicate, runs the report, "sacrificed an entire box-car shipment of whisky to draw the attention of Prohibition agents from their greater caravans approaching the city." Alcoholism in the hospitals of the country increases more than 200 per cent. in the past four years, according to official figures, approaching pre-Prohibition dimensions. At the same time, the number of arrests for violation of the Prohibition laws have vastly increased, and the Prohibition enforcement service is receiving additional millions for expenses every year. Also, according to a New York shipping expert who builds boats for both rum-runners and Prohibition enforcement officers, "officials could stop all rum-running in this part of the country within thirty days, if they wanted to." Finally, the New York *Times*, which is not altogether a friend of the Prohibition régime, reports that the men who will vote dry in Congress—even tho they are not necessarily dry in their personal habits—so outnumber the wets that even more strenuous efforts will be made to enforce Prohibition laws. *The Times* notes in passing that a trusty doorkeeper of the White House has lately been arrested as a bootlegger, and that the government office-buildings, both of the Senate and the House, are notoriously among the wettest spots in the country. With these few high lights of the continuing war between the wets and drys in mind, a reporter for the Brooklyn *Eagle* went to call upon a man whom she calls the "father confessor" to the rum-runners of that very damp locality, New York, New Jersey, Long Island, and vicinity. The reporter, Henrietta Gee, finds some commentary on the reason why much of the country remains so wet, while the national sentiment, officially, is so dry. She writes, regarding the rum-runners' "father confessor," in the Brooklyn *Eagle:*

He does not sit in judgment on them for their calling, but because they abuse their magnificent boats. He is Thomas Fleming Day, one of America's foremost yachtsmen, and the head of one of the largest motor-boat companies in New York.

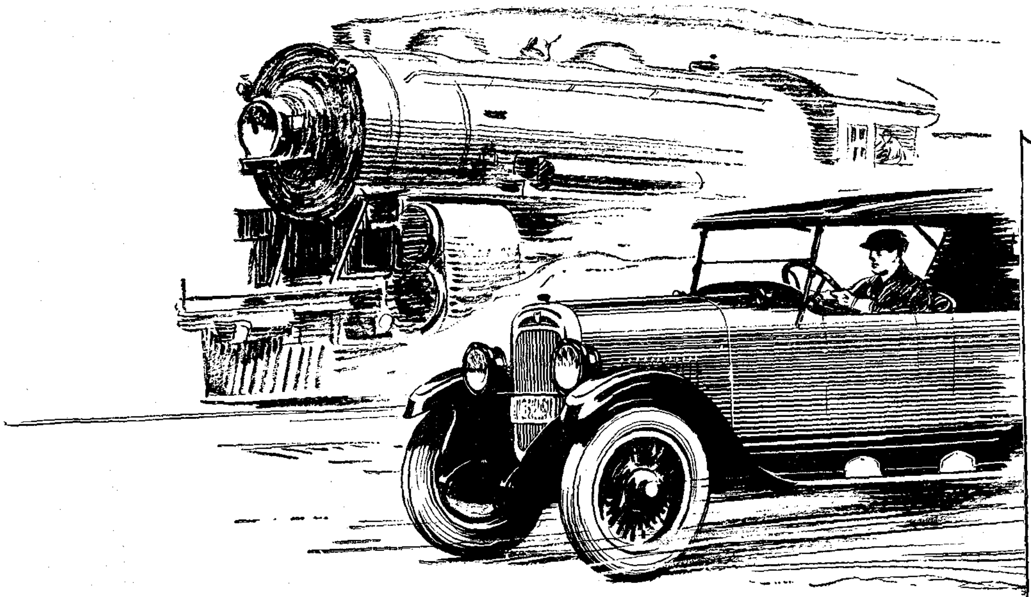
The attention of two continents fastened on Captain Day a number of years ago when he sailed from Providence, Rhode Island, to Rome, Italy, in a twenty-five-foot boat. Later he crossed from Detroit, Michigan, to St. Petersburg, Russia, in a thirty-five-foot motor-boat. And as for his trips to Boston in tiny boats with out-board motors—they were week-end larks! So when the rum-runners of New York and vicinity want to have a new boat built, or an old one repaired, they go to a man who knows how to make small craft that will sail big seas. For this reason Captain Day learns all the hidden secrets of the rum-running trade.

"The motor-boat business has flourished since Prohibition," Captain Day said quite dispassionately. "Hundreds of ex-fishermen are making a business of running rum from Rum Row to New York shores and the Jersey Highlands. With so much money tied up in their cargoes the rum kings want to hire the best runners available, and the runners want to offer them the most efficient boats for the business.

"Liberty engines are the favorite power for a rum-running boat. The hull of the boat must be roomy to hold the cases, and the lines of the boat must be built for speed. To get these elements of speed, space and good workmanship, the average rum-runner pays about fifteen thousand dollars for his boat. He runs his engine full speed ahead for hours at a time, and no matter how perfect his engines have been, he wrecks them. That's the criminal aspect of rum-running that riles me!"

If he escapes capture, the rum-runner must have new engines at least every three months. The new engines cost about four thousand dollars. This brings the actual cost of the boat up to at least thirty thousand a year, according to Captain Day's estimate. A tremendous amount of fuel is required for the big, high-powered engines that run the rum boats, so the rum-runner, like every established business man, has to figure on overhead expenses.

"The rum-runners, about whom we hear such spectacular stories, are nothing in the world but expressmen, and we do business with them on that basis in our shop. Their boats are hired by the big syndicates to make the trip between Rum Row and the mainland," Captain Day explained. "Usually the syndicate guarantees the owner the value of the boat and his fine, too, if he



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	Miles per hour
Twentieth Century	55
Broadway Limited	55
Merchants Limited	60
Detroiter	55
Wolverine	55
East Coast Limited	35
The Lark	55
California Limited	40
Olympian	40
Overland Limited	50
Golden State Limited	50

58 Miles per Hour

25 Miles to the Gallon
5 to 25 Miles in 8 Seconds

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The owner of this new good Maxwell finds in it an ability for sustained speed which wins his respect no matter how powerful the cars which he has driven before.

He becomes used to leading traffic in the city because of a flashing acceleration which is not surpassed by any car built today.

He finds himself enjoying these advantages at an operating and maintenance cost which owners declare is lower than any previous motor car experience has ever taught them to expect.

For the cause of this revolutionary achievement, credit the engineering genius which produced the Chrysler Six, the wonderful plants in which the new good Maxwell is manufactured from wheels to body, from radiator to rear axle.

In this new good Maxwell, Chrysler engineers and Maxwell's fine workmanship have advanced the ability of four cylinders beyond anything the industry had previously produced.

Balloon tires, natural wood wheels, stop-light, transmission lock, Duco finish *standard* on all Maxwell models. Shrouded visor integral with roof, heater, standard on all closed models.

Touring Car, $895; Club Coupe, $995; Club Sedan, $1045; Standard Four-Door Sedan, $1095; Special Four-Door Sedan, $1245. All prices f. o. b. Detroit, tax extra.

There are Maxwell dealers everywhere. All are in position to extend the convenience of time-payments. Ask about Maxwell's attractive plan.

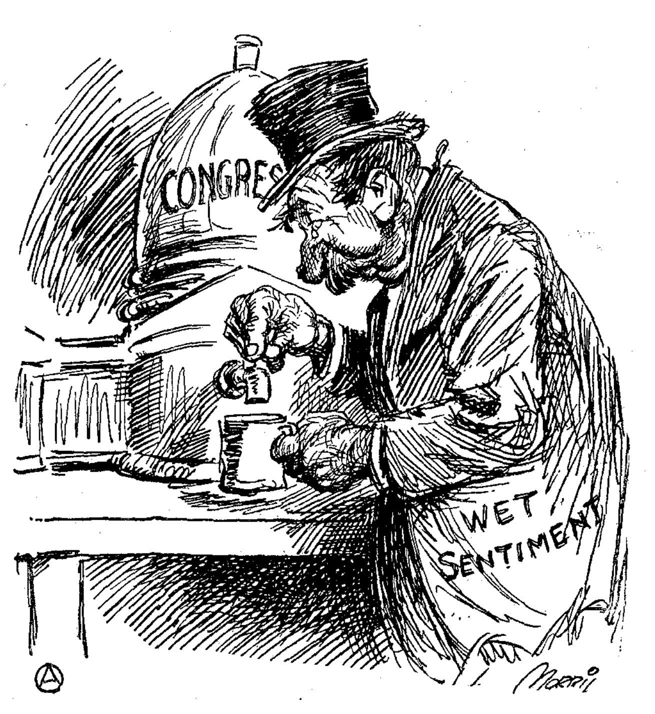
The New Good
MAXWELL

is caught. The rum-runner doesn't lose money when he throws his cargo overboard or fails to land a cargo for some reason, but neither does he make anything on the trip.

"Competition is getting so keen among professional rum-runners that prices for their services now aren't what they once were, they tell me. The little independent runners are cutting down the rates so the men with the big, powerful boats have had to come down, too, but they all seem to be busy most of the time.

"An interesting system of identification prevails, so one of my customers told me. A dollar bill is torn in two. Half is given the rum-runner, and half is given the captain of the ship at Rum Row. The expressman identifies himself by presenting his half of the dollar bill to the boat captain. If the halves match, the captain gives him the load. If the halves don't match, the captain gives him the third degree out there to see if he is a bogus runner. Incidentally, the man who told me this story had just turned over a consignment of champagne and benedictine to a Jersey sheriff to send to a high government official down at Washington.

"All the rum-running fraternity seem to know each other, and the officials know them, too. Since I was six years old, I've been around boats in New York docks," said Captain Day, "and it is my opinion that officials could stop all rum-running in this part of the country within thirty days, if they wanted to."



NARY A DROP OF WET LEGISLATION! BAH!!!

—Morris for the George Matthew Adams Service.

Rum boats captured by the revenue service are offered for sale to the public. Usually they go back to their original owners, explains the reporter, either direct or through boat brokers. She adds:

> I asked Captain Day if some of them could not be made into highly desirable private yachts, if the public could strike a bargain with the auctioneer, but Captain Day explained:
>
> "The rum boat is never good for anything else. You couldn't take a pleasure cruise in one because it burns enough fuel to make even a rich man uncomfortable."

The Captain's boats had a rival, it appears, from a no less influential quarter than the United States Navy, for several days after this interview appeared, on February 26, the press reported a Virginia wet scandal worthy to rank with wet law-breaking in the coast of the neighborhood of the metropolis. As the New York *Times* reported the incident:

> Forty cases of liquor are held under strict guard at the naval base at Norfolk, Virginia, as evidence to be used against officers of the Navy transport *Beaufort*, on which it was seized on arrival from the West Indies.
>
> A woman, believed to be the wife of an enlisted man in the tropics, is said to have tipped off the Government that the transport, heading for Hampton Roads, was carrying liquor, which at bootleg quotations here, was worth more than $5,000.
>
> The information was received by Milton M. Vipond, Assistant Collector of Customs at Norfolk. He hurried to the base and laid his information before Rear-Adm. Roger Welles, Commandant at the Fifth Naval District. Upon orders of Admiral Welles, Capt. Wilbert Smith, Assistant Commandant, led a raiding squad of marines and searched the vessel, and practically every person aboard the transport was placed under detention.
>
> A mad, wild scramble to get cases and jugs overboard followed, but practically everything tossed from the portholes was salvaged.
>
> Admiral Welles ordered a Board of Inquiry to convene Friday to investigate the case. Every officer aboard the *Beaufort* was summoned to appear.
>
> Commander D. M. Fuller of the *Beaufort* was among those summoned to the court, altho no liquor was found in his quarters, it was said.
>
> As soon as the vessel was docked the marines were thrown around her and no one was permitted to leave until a thorough search was made of every cabin and the cargo. The confiscated liquor was taken to the Administration Building at the base where it will be held until the Court of Inquiry can be convened to investigate and fix responsibility.
>
> While the *Beaufort* was being searched all telephones out of the naval base were kept under surveillance and the gates closely guarded. Several automobiles, which attempted to get out of the reservation, were seized after they were found to contain liquor.
>
> The *Beaufort* operates on regular schedule between Norfolk and West Indian ports, and carries supplies and passengers.

Rhode Island, also, contributes a current commentary on the struggle between the wets and drys. The Providence *Journal* has been at some pains to investigate the smuggling traffic, and in a current series of articles relates the discoveries of its reporters in near-by waters. The second article in the series deals with an actual experience aboard one of the boats plying between Rhode Island's "rum row"—which apparently rivals the rum row off New York in importance—and adjacent ports. The reporter who tells the story took passage on one of these boats. It was a slow boat, it seems, for, to quote from his narrative:

> "With a slow boat like this we've got a fifty-fifty chance," said the skipper, blowing a whiff from his pipe, like the late lamented captain of the schooner *Hesperus*. "Every time we take her out we feel it's going to be the last trip. But she pays for herself twice over on every run, and she's lucky." He paused to knock on wood. "We'll keep her going until she's caught," he added.
>
> We were abeam of Brenton Reef lightship, off Newport. It was one o'clock of an afternoon as sparkling and invigorating as champagne. The sea was smooth, its satiny surface ruffled only by a light nor'west breeze that gentled from a sky of cornflower blue, plumed here and there with lazy clouds.
>
> The skipper spun the wheel to port. Slowly the bow of the schooner swung through an arc of 45 degrees and steadied on S. S. E.
>
> "Three hours and a quarter from here at our speed," he said.
>
> I asked how many cases he thought his old hooker had run in from Rum Row.
>
> "About 80,000, I reckon," he replied. "She's been going every half decent day since Prohibition started."
>
> The retail value of 80,000 cases ashore, I reflected, would be more than $3,000,000. It was a staggering thought!
>
> Southward the misty line of the horizon was notched with the bluffs of Block Island. On our port hand the deep groundswell creamed over the long reef with a dull, sonorous roar. Sea-gulls wheeled and dipt above the soundless surf that broke in white winrows along the distant Rhode Island shore, their wild cries intensifying the lonely splendor of the day.
>
> Steadily we plowed onward through the blue waters, averaging 10 knots an hour. The bow shattered the meeting swells into rainbow spray, lifting and falling on the heave of the open sea. Ahead, the drifting smoke from a towboat smudged the hard glitter of the sky. Presently the tug herself loomed up with her sluggish string of barges, struggling westward against a stiff tide.
>
> I cast a glance astern, above the gurgling, bubbling wake of the schooner's racing screw. Already the lightship was a speck on the horizon, and the cliffs of Newport had faded in the light, fair-weather haze. My roving eye caught a glimpse of a boat apparently steering the same course as ourselves.
>
> "That's the first of the speedsters," explained the skipper. "She'll be loaded and bound back before we get out there."
>
> Ten minutes later, the flying express cruiser had drawn abeam of us, her bow half clear of the water, as she skimmed the seas like an aquaplane, racing along at a good 20 knots.
>
> The men huddled in her cockpit held up the end of a line

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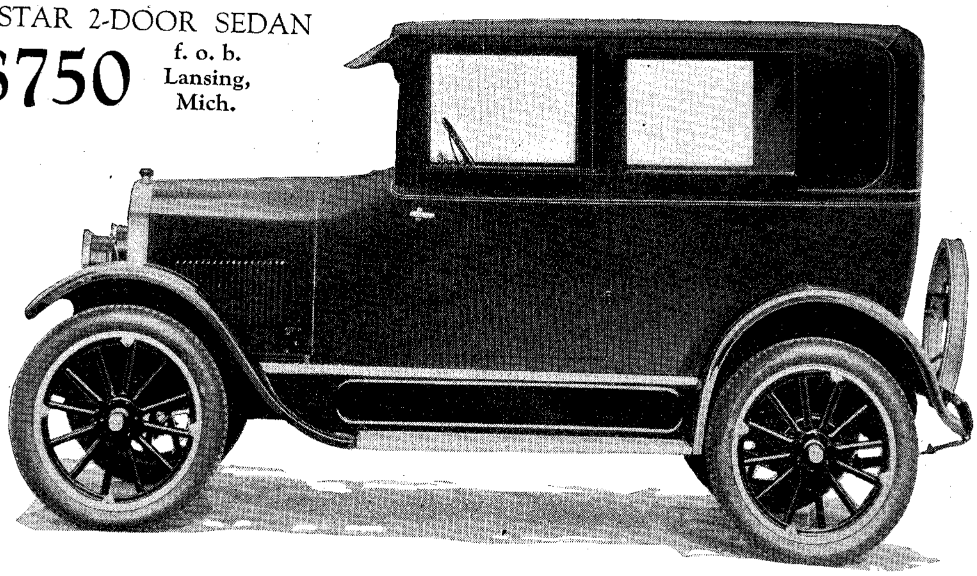

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with the traditional gesture of the sea that means, "Want a tow?"

She had hardly passed us, when another loomed up astern.

"Here comes the *Pretty Pickle*," exclaimed Jimmy, the engineer, popping his head out of the gas-rancid hole below decks where his mechanical wizardry kept the powerful heavy duty motor functioning as regularly and dependably as a Swiss chronometer. "Gosh, look at her scoot!" And she did, indeed, overhauling us like a racing car after a flivver. A magnificent picture she made, too, with a Niagara of spray at her bows and her fresh, smart paintwork agleam in the rays of the afternoon sun.

Her crew raised their arms in silent salutation as they whizzed past in a smother of foam.

P. & A. photograph

A DRY HARBOR FOR ONCE WET SHIPS

Here are gathered, under government supervision, rum-runners' boats captured near New York. Most of the boats are said to find their way back into the hands of liquor smugglers.

In her wake came others, three or four of them, at varying speeds. All of them were "doing" less than their maximum velocity, the skipper explained.

"They don't need it until they're chased by the cutters," he said. "Then most of them are at least a couple of knots faster than the government boats and don't have much trouble getting away."

By this time we had covered about 20 miles of the voyage to Rum Row without so much as a glimpse of a revenue craft. In response to my inquiry, the skipper explained that they came and went, the patrol and picket boats, confining themselves mostly to the entrances of bays and harbors, and rarely putting to sea, while the destroyers operated farther out, sometimes shadowing the schooners on the "row," in hope of surprizing a runner alongside.

Right here I want to insert parenthetically that my hosts were two of the best fellows in the world, from the impression I gathered of them on this voyage of high adventure. There wasn't even the mildest sort of "cuss word" dropt during the entire trip by any of them, and none was armed. The reason for this, they explained, was that the surest way to brew trouble was to carry a gun.

"Some of us do," said the skipper, "but it's only to defend the cargo from hi-jackers. Nobody would ever shoot at the Federal men."

Another hour's "steaming" brought us in sight of the trawling fleet, some 20 or 30 legitimate fishermen, whom the allure of the rum game had failed so far to entice from their deep-sea toil. Then, abruptly, we sighted a small two-sticker, wallowing westward. She was the first of the runners to load and return that day. On her decks, as she drew nearer, the unpainted wood of hundreds of cases glaringly proclaimed her illicit enterprise. The skipper estimated her load at "1000 Scotch."

From that point on, until they picked up the masts on the rum fleet, "like slender threads against the far horizon," the reporter's boat passed liquor-laden vessels inward bound. He asked about their cargoes:

"Four to five thousand cases in the lot," the skipper declared carelessly. "And probably not more than one or two of the boats will be 'knocked off' to-night, if any. See there," he continued, pointing to the southeast. "There's the *Diadem*, the biggest of the schooners out here now."

"And there lies the *Meteor*, the one we're going to," exclaimed Jimmy excitedly. "And beyond her the *Lady Anne* and *Murchison*."

Straining my eyes over the glitter of the heaving sea, I caught my first glimpse of Rum Row, or, more specifically, that portion of it that is supplying Rhode Island's liquor at the present time. I had expected to see the vessels closely grouped. Instead, they rolled at anchor from two to six miles apart, approximately 40 miles S. S. E. of Brenton Reef light vessel, on Coxe's Ledge.

Of the six we sighted, four were big three-masters, with capacities ranging from 10,000 to 20,000 cases. The others were smaller vessels. All, however, were of the sea-going type, coasters or fishermen. They have to be to weather the unmerciful beatings they must take from the open sea, while striving to maintain their station and get rid of their freight. It's a tough life on Rum Row and no mistake, even with the compensation of fancy liquors in which one may try to drown the monotony.

Five to six months at a stretch some of those battered windjammers pitch and wallow out there in the savage solitude between sea and sky. And unless one has an eye for a marine sunset, a taste for salt horse, no regrets and no future—well, it's a "rum" place to be, as Captain Kidd used to remark.

Two of the speedsters lay loading alongside the *Lady Anne* as we swished past toward the *Meteor*, a couple of miles beyond. Despite the apparent smoothness of the sea, the everlasting heave of the groundswell, unnoticed in a small craft, was evident in the deep wallowing of the windjammers, whose masts traced circles on the sky as they rolled.

We slowed down to range alongside the *Meteor*, a former Lunenberg fisherman. Over her rail leaned as motley and gritty a looking bunch of sailor men as ever sailed with Blackbeard in his bloodiest forays. Their features, scarcely distinguishable through the matted growth of hair, would have struck terror to the heart of a self-respecting monkey.

A dapper man, his unseamanlike appearance contrasting oddly with that of his shipmates, suddenly emerged from the after cabin and minced to the rail fastidiously. We had heaved our lines aboard and were making fast when he snarled: "Your tickets, before you tie up! I want your tickets." He fingered a gun strapt ostentatiously on his hip in a fancy holster.

The skipper looked him over slowly and contemptuously. "We give the tickets when we're tied up," he snapt.

Hysterically, the other shrilled: "Cast off those lines!"

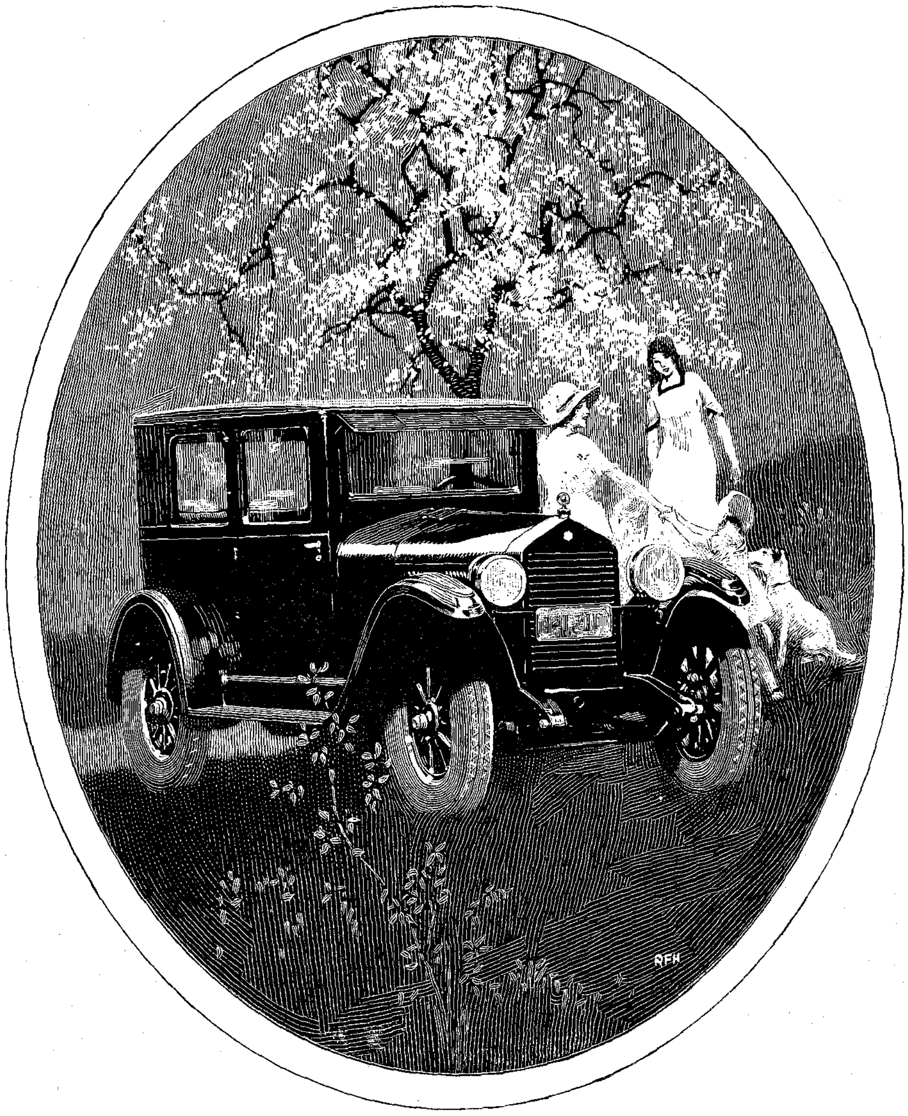
Not a man on board the schooner's deck moved. Several grinned stupidly at the senseless altercation. When we were securely made fast, the skipper tendered the dapper man a bottle from which he extricated the bills of lading, written in code.

Westward, the dipping sun was painting a masterpiece in colors of blood and gold and saffron on the luminous sky. Around us, the desolate reaches of the open sea were dyed rich purple in the reflection of the sunset splendor.

"Seen the cutter?" queried the skipper. The windjammer's captain, indistinguishable from his hairy crew, responded: "Not since Sunday."

The loading began as twilight fell. Astride one of the myriad cases containing whiskies, champagnes and cordials that bestrewed the deck in a staggering profusion and variety, the dapper man, whom I had identified as the supercargo, kept "tally" while the crews of both boats toiled and the captain of the *Lady Anne* stood watch on the forecastle head.

Two of the windjammer's men worked in the hold, two relayed



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the "stuff" across to the rail where at each wallowing downward roll of the ship it was grabbed off by the skipper and passed on to Jimmy who stacked as much as possible of it below, before piling the deck load.

Twice the rapid toil was interrupted by the dapper supercargo, who testily ordered a suspension of activities while he bade the captain tell him whether what he thought he saw in the distance was one of the other schooners or a coast-guard boat.

The sunset glory faded into the gray mist of dusk. The stars rushed out, crowning the still night with beauty.

The last case had thumped solidly on deck, making the total 350.

"Hope you get in," snapt the supercargo, as if he didn't mean anything of the kind.

"Good luck, boys," said the captain, gently.

Bow and stern lines slithered aboard. The engine awakened again to pulsing life. Without lights, we swerved into the blind night, homeward bound.

Four dangers lay in wait behind the curtain of darkness ahead. A cruising destroyer might chance upon us, one of the patrol boats might overhaul us, an inside picket craft might waylay us, and, finally, all our efforts might be set at nought by an ambush on the beach, either of hi-jackers or Federal men.

As we sighted the lights of vessels from time to time during the run to land, we altered course, reviving the custom of zigzagging that was such a popular pastime in the submarine zone during the World War.

Once the port running light of what the skipper took for a destroyer bore down upon us, but we lost it with a sharp change of course to starboard.

At last we picked up the welcome flashes of Beavertail and Brenton Reef lightship, with Seaconnet to the east'ard, winking white and red—beacons that beckoned us to triumph or calamity.

But it was triumph that night, and they landed their illegal cargo in safety. The sailors on the schooners out in Rum Row, concludes the *Journal's* reporter, have a hard time, but the rum-runners who take the liquor into port have the joys of the gambler, and, usually make good money. They are far more afraid of sudden storms, according to the newspaperman, than they are of Federal agents. Small boats, forty miles at sea, in the sudden hurricanes that are accustomed to sweep that forbidding coast, have to fight for their lives. Some of them are "sunk without trace," and others make port only after they have thrown their cargoes overboard. Tales of suffering and endurance are common among the rum-runners. This last winter, with the large and growing fleet at work, is said to have furnished plenty of material for tragedy. The investigator ends his final article:

> The most enthusiastic advocates of Prohibition I have ever met are the rum-runners. They are absolutely opposed to the repeal of the Eighteenth Amendment.
>
> In bidding adieu to them, I want to thank them for their cordial hospitality, kindness and consideration.

A MAN WHO CATCHES MOUNTAIN LIONS IN TREES

A MOUNTAIN LION in a cage is worth much more than numerous mountain lions roaming the woods, or even than several mountain lions up a tree. In fact, mountain lions at large represents a minus quantity, as far as value is concerned, and the Government is willing to pay well for them dead or alive. Circuses and menageries will pay even more for them alive and in good condition. And therefore several hardy Westerners have acquired the habit of getting a lion up a tree, going up after him and capturing him, in a quiet, gentle way, so that neither his health nor appearance will be impaired. "How much would it take to hire you to climb a tree and engage in an argument, without firearms, with 140 pounds of wild, bad-tempered mountain lion?" asks E. Waldo Long. Out in Glacier National Park there are at least two men who don't hesitate under such circumstances, he announces and thus briefly outlines their job in *The Open Road:*

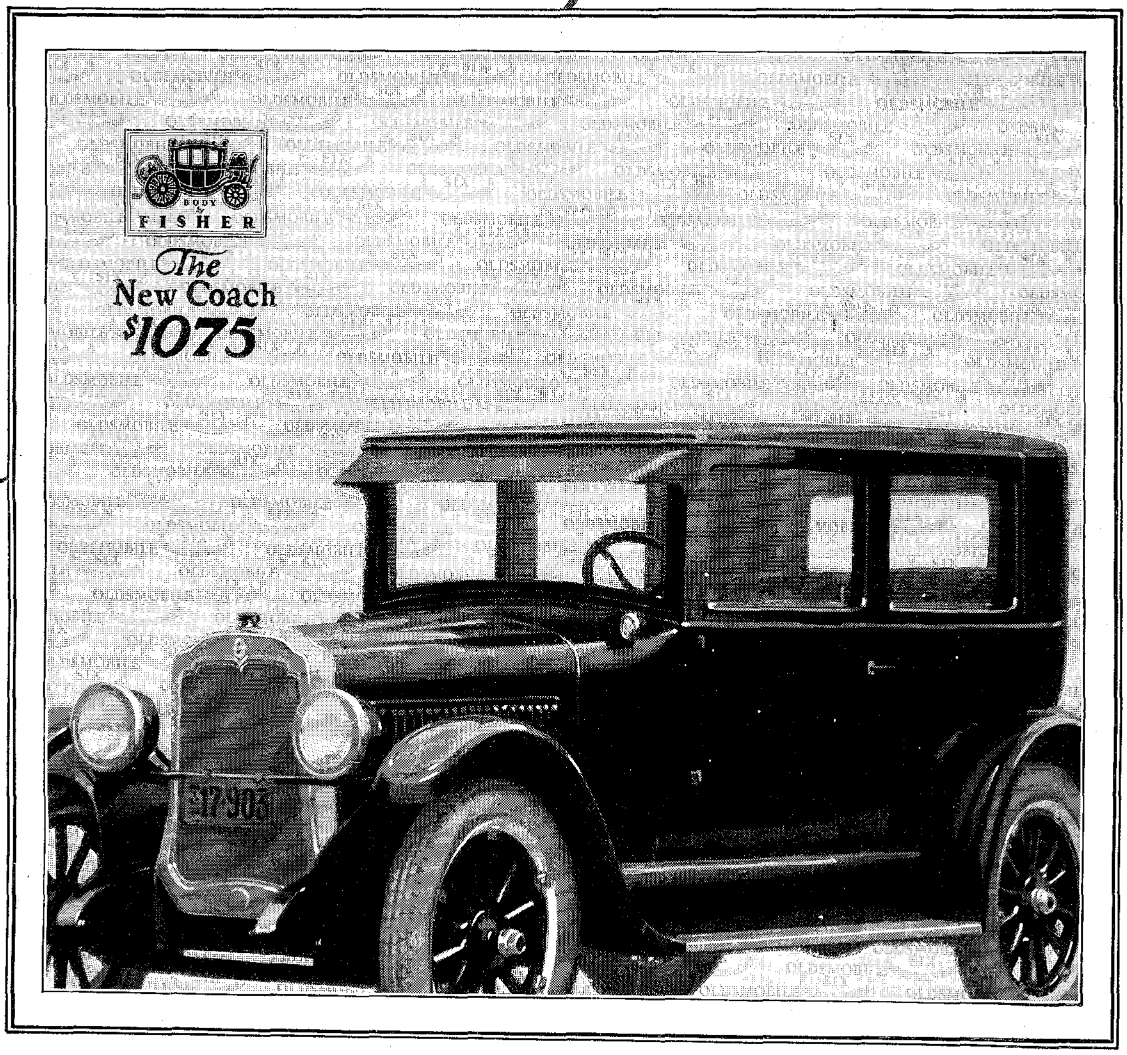
Courtesy of the Great Northern Railway

A PRETTY KITTY, MADE SAFE TO PLAY WITH

The expression on the gentleman's face, remarks a writer in *The Open Road*, proves "that even the job of toting 140 pounds of live panther on one's back can become a bore."

> Two Montana men—Jim Whilt of Eureka and Bob Bakker of Libby—devote a portion of their time to catching the lions alive. Both men do the bulk of this work in Glacier National Park.
>
> They use no traps of any kind. Their only tools are some hounds for trailing and treeing the cat, a noosed rope on the end of a ten- or twelve-foot pole, and a heavy leather muzzle to slip over the animal's jaws.
>
> In twenty years Bakker has captured more than five hundred "varmints," while Whilt, newer at the work, already has over a hundred to his credit.
>
> Bakker permits visitors to Glacier National Park to accompany him and to watch from a safe distance. As a rule, he does not have much difficulty in persuading the spectators not to crowd around as he attempts to rope his lion.
>
> The first essential to success in the lion-catching game is dogs, preferably crosses between foxhounds and bloodhounds. The dogs make the first move in the actual lion hunt by treeing the animal and keeping it treed until the arrival of the hunter. The extreme cowardice of the lion makes it a comparatively simple task for a sagacious, well-trained dog to hold it up a tree sometimes for hours or, as has happened, even for a day or more.
>
> The second move is made by the man. He shins up the tree in which the lion has taken refuge and takes his position as near as possible to the snarling beast.
>
> Then, with the aid of his pole, on the end of which dangles a noose, he reached out along the limb where the lion crouches, and, holding his perch with his legs, maneuvers the noose until he succeeds in slipping it over the lion's head.
>
> From then on the game requires fast action. The hunter drops to the ground, paying out, as he goes down, the rope that is secure about the lion's neck.
>
> Next, he proceeds to pull the lion out of the tree. Before the creature has time to regain its equilibrium the hunter quickly

OLDSMOBILE SIX

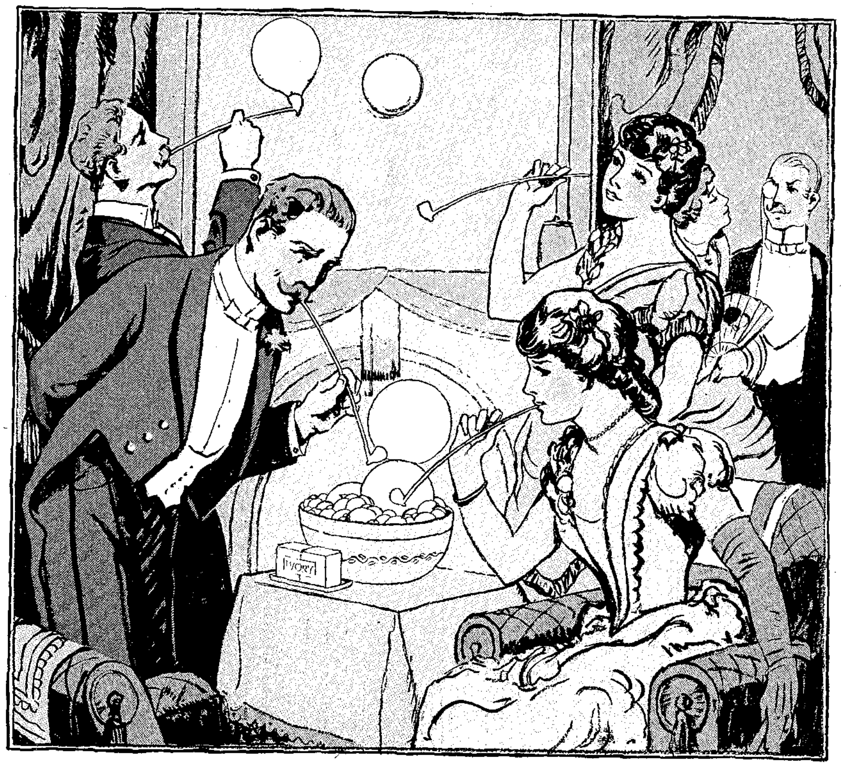


Of all the Coaches, where is sheer value more apparent than in this six-cylinder Oldsmobile at only $1075? Strikingly beautiful—extraordinarily comfortable—yet over and above these things is a mechanical excellence that insures years of dependable and economical service. Noteworthy among its chassis features are Oldsmobile's famous L-Head engine, Delco electrical equipment, Harrison radiator, and a dry disc clutch. The body is by Fisher, finished in lustrous and long-wearing Duco. Balloon tires are standard, and the interior appointments are of a richness usually found only on far costlier cars. And do you know that you can buy this excellent Coach on General Motors' liberal time-payment plan?

All Oldsmobile prices f. o. b. Lansing, plus tax.

OLDS MOTOR WORKS, LANSING, MICHIGAN · OLDS MOTOR WORKS OF CANADA, LIMITED, OSHAWA, ONT.

PRODUCT OF GENERAL MOTORS

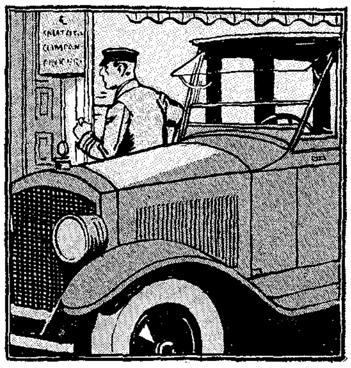


Extracts from the

LIFE *and* LETTERS *of* IVORY SOAP

Being the authorized biography of AMERICA'S *best known product*

IN 1890, when Ivory Soap was just eleven years old, a soirée was held in a fashionable Fifth Avenue mansion, in New York, at which the chief form of entertainment was bubble-blowing. The ladies and gentlemen who participated in this stimulating sport (prizes being given for the largest bubbles) became entranced with its fascinating possibilities, and the "soap-bubble party" became the vogue of the Social Season.



Ivory was, of course, the chosen soap, because a burst Ivory bubble did not spoil the ladies' clothes, and the pure Ivory suds protected their dainty finger-tips from harm.

That was 35 years ago, long before Ivory Flakes and Guest Ivory, now such important members of the Ivory Family, had even been thought of. Just the other day, while a Procter & Gamble representative was waiting, a chauffeur from one of those very same Fifth Avenue mansions hurried into a fashionable grocery store on Madison Avenue with a message from his employer.

"You left out a carton of Guest Ivory when you delivered our order this morning, and my mistress wants it right away," he said.

Later the representative asked the grocer whether Ivory was as popular with his wealthy customers today as it had been in the past. "Yes, more so," he said. "They often buy it by the case of 100 cakes. There is scarcely a wealthy home on our list that doesn't get Ivory regularly."

FIVE GENERATIONS *and an* IVORY *Poem*

AT just about the same time the chauffeur was delivering his message in New York, the makers of Ivory received the following letter from a woman in Colorado:

"Five generations of my family have been raised with Ivory Soap. My own first recollection of soap was of Ivory, and the first poem I remember reciting was an Ivory Soap poem published in the Youth's Companion forty years ago.

"I have been married twenty years, and as a mother I can

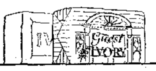
vouch for Ivory's excellen
All good housewives apprec
such products, but seldom t
the time to say so. So her
my compliment to you, unso
ited and from the heart."

And not long afterwards ca
this note from a matron of T
as:

"I don't just *like* Ivory-
love it!

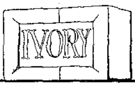
"I've been keeping house
sixteen years, and during all
time I've used Ivory for eve
thing soap can be used for.
bathed my baby fourteen y
ago with Ivory, and kept
dear little head sweet and cl
with it. She and I use it
clusively for our baths tod
We both use it to shampoo
hair. We use it on our fa

Guest
IVORY



THE dainty new cake of Guest Ivory, made especially for the face and hands, just fits feminine fingers and the toilet soap holder. It costs 5 cents.

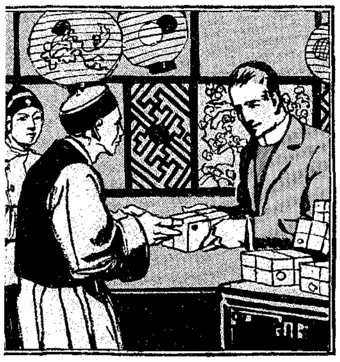
Bath
IVORY



FOR the bath, most people prefer the medium-size cake of Ivory. "It floats," of course, so you never have to hunt for your soap at the bottom of the tub.

too, always coming back to it every time after trying other soaps. All these years I've been *using* it, not *having* it used, and my hands are the source of constant envy to my friends. I am so happy that we now have Guest Ivory."

The experience of trying other soaps—because they cost more, or are colored or perfumed, or make wonderful promises—and then finally coming back to Ivory seems to be a national habit, and everyone knows Ivory purity.



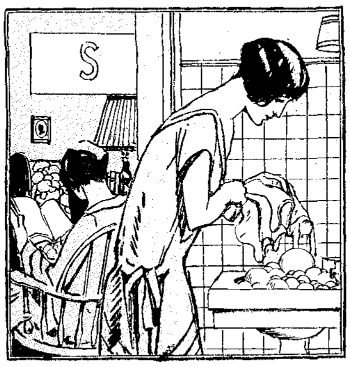
"*I guess I'll try* IVORY."

HEN the present biographer of Ivory was preparing this history, he became convinced that the users of Ivory must be the most ingenious people in the world. They have found uses for Ivory which even its own makers had never thought of.

As the result of an inquiry made a few years ago, more than 50,000 recipes for the use of Ivory were received—recipes for making insecticides, cleaning rubber plants, making furniture polish and leather dressing, taking out iodine stains, making foot powder, curing bee and mosquito stings. Apparently when Ivory users don't know exactly what to do about some problem they say, "Well, I guess I'll try Ivory," and lo! another recipe! (The best of the Ivory recipes have been collected in a booklet called "Unusual Uses of Ivory Soap"—we shall be glad to send you a copy.)

Ivory has traveled all over the globe, carrying its message of cleanliness and good cheer.

A letter from Foochow, China, tells of a Christmas celebration in the missionary hospital at which gifts from home were distributed, and in every package there was a cake of Ivory—for the patients, the doctors, the nurses, the teachers, the helpers in the leper colony, the laundresses, gardeners and the scrubwomen.



IVORY *works hard at* COLLEGE

F the stupendous number of Ivory cakes made in the last 46 years, some have helped a good many thousands of students through college (the present scribe is one, and *knows*). But apparently it is in the girls' colleges that Ivory does its most diversified job. From Boston came this letter recently:

"Perhaps it has never occurred to you that the college girl of today cannot get along without Ivory Soap. Here are a few of the things she uses it for in one week:

Shampoo
Laundry (*mostly blouses and lingerie*)
Daily bath
Dishwashing after bridge or tea.

"Did you know that most girls carry a cake of Guest Ivory in their week-end bags, and always pack one in their trunks for emergencies?"

HOW JOHNNY PINE *became* JOHNNY SOAP

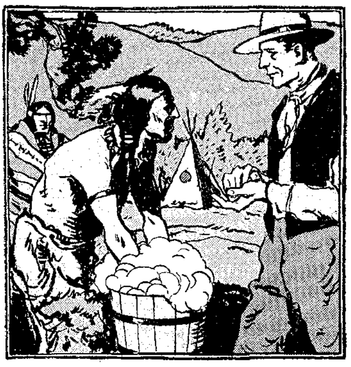
VORY has always been a great adventurer, and has been the center of many a romantic and exciting incident.

Mr. Harry Sinclair Drago, the author of a number of novels and many short stories, tells a true Ivory yarn that deserves a place in any Ivory biography.

Mr. Drago and his wife were on a camping trip in Nevada, far from any settlement. They had one cake of Ivory which they prized most highly because if it should be lost they would have to go bathless.

Well, it *was* lost. It slipped out of the pack into the river, and, because of the current, could not be recovered. You may be sure they were troubled. Next day they started downstream, and suddenly came upon a camp of Piute Indians. What specially drew their attention was a group of squaws clustered around an ancient brave known as Johnny Pine, who was immersed to the elbows in an old bucket "so brimful of soapsuds that it looked like a giant ice cream soda."

The cause of the suds was, of course, the precious cake of Ivory, which Johnny had found floating in the water. But, because it was white, and floated, Johnny was convinced that it wasn't soap, and when Mr. Drago offered to buy it, Johnny refused to sell. Finally, however, after considerable dickering, Johnny parted with the Ivory in exchange for a silver dollar. But he was not through.



"You buy him if me catch him more?" he said with the gleam of a fortune seeker in his eye.

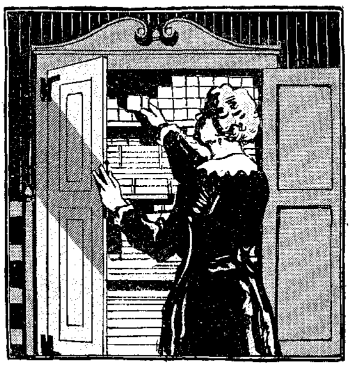
"Sure, we buy," replied Mrs. Drago.

They heard afterwards that Johnny fished the river for weeks in search of another cake of Ivory to sell for a dollar. And the Indians named him Johnny Soap as a result.

The "IVORY IDEA" *travels* 2,000 *miles*

YEAR or so ago, a Massachusetts woman moved to Montana. Recently she saw an Ivory advertisement in one of her favorite magazines, and wrote this letter about it:

"That advertisement brought to my mind a picture of my mother's linen closet back in Massachusetts. She has always used Ivory, both for toilet and household purposes, in bringing up her family of ten. But that had slipped my mind until your advertisement gave my memory a jog and made me resolve to get some Ivory right away.



"I'd been in the habit of buying two soaps for our household—one for toilet and one for general use—thinking that was a necessary economy. Briefly, that advertisement said to me, 'Why, you know your mother is the most efficient and economical housekeeper and she has always had cakes of Ivory stacked in her linen closet for all purposes, so it must have been good, and economical, too.'

"Then there was the paragraph that recalled to my mind that Ivory is convenient because it does float.

"To make a long story short, I got in a good supply of Ivory and I certainly do think it was a good buy. It makes so much more lather than the washing soap I've been using that it makes my laundry work at least twice as easy, and my babies do have such fun chasing the cake around in their baths! I intend to stick to Ivory from now on, and I expect to do a kind act by passing the Ivory idea along to my neighbors."

* * *

We wish there were space enough to quote from letters written by mothers of Ivory Soap babies; by managers of hotels; letters from doctors and hospitals; from men who insist that Ivory is the grandest shaving soap in the world; from those who have discovered that Ivory makes a fine tooth-cleanser: from travelers who can't find any other soap that works so well in so many kinds of water—but all these must be saved for another time.

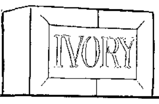
[*to be continued*]

PROCTER & GAMBLE

© 1925 P. & G. Co., Cincinnati

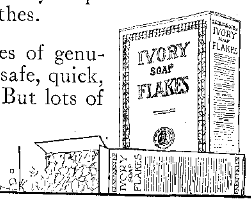
Laundry IVORY

THE big economical Laundry Ivory cake is for general laundry and household use—it costs very little more than the harsh laundry soaps and protects both hands and clothes.



IVORY *Flakes*

THESE beautiful, tissue-thin flakes of genuine Ivory are particularly for the safe, quick, cleansing of all delicate fabrics. But lots of women also use Ivory Flakes for dishwashing (to protect their hands), and for shampooing.



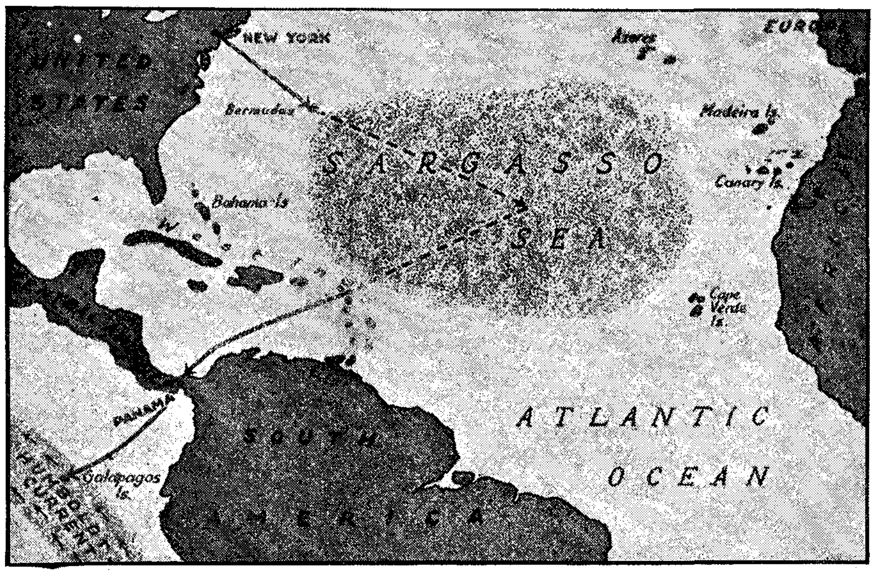
snubs the lariat around the foot of the tree, then hastily sets about the exceedingly ticklish job of hog-tying the cat.

At this point the spectators usually glance about to make certain that all trails leading elsewhere are clear and ready for immediate use. A mountain lion, to be sure, is one of the most cowardly things that walk the earth. It will avoid trouble if there is any opportunity of doing so. But, cornered, it is a terrible antagonist.

The average person knows what a ten-pound alley cat can do with teeth and claws when its temper is aroused. Roll fifteen or twenty alley cats into one, give this one the strength of a hundred alley cats, equip it with teeth and claws of corresponding size and effectiveness, and you have a fair idea of what Bakker or Whilt have for a playmate when they go to the mat with a mountain lion.

As matters now stand, any error of judgment, carelessness, a single little slip, will mean that the hunter loses—not necessarily merely the lion, but a finger, a foot or so of skin, or, quite possibly, a neck.

Bakker, expert tho he is, carries on his body long scars as mementoes of his encounters. Once, while snubbing a two-hundred-pound lion to a tree, he did not keep tight enough hold on his rope. The noose worked loose as the big cat fought for its freedom. Once free, the panther attacked him, mauling him severely. Bakker, to save his life, ended the struggle with a thrust of his knife.



Courtesy of the New York *Times*

ROUTE OF THE LATEST VOYAGE OF DISCOVERY

The *Arcturus*, under command of Prof. William Beebe, is on its way into the little-known section of the Atlantic, called the Sargasso Sea. From there the expedition will cross into the Pacific.

On another occasion Bakker managed to prevent the escape of his catch by choking it into submission before it could work free from the noose. But he lost a finger in the scuffle.

But when the difficult task of hog-tying the beast has been accomplished, the rest—so Bakker and Whilt state—is comparatively easy. A leather muzzle is slipt over the animal's jaws and buckled behind its head. It is tied securely to a pole. The hunter then shoulders the pole and, with one hundred to two hundred pounds of live, meat-loving cat draped across his back, starts home.

Then, with visions of the price he will receive from the animal-buyer, the hunter totes his catch into his little camp, ties it securely to a stretcher, specially prepared for the purpose, and, with the aid of his partner, starts over the trail to town.

Animal men declare that the provision requiring delivery in a sound condition eliminates cruelty, if nothing else would do so, that the binding of a rope too tightly or in such a way as to "burn" the hide would automatically make the entire work of capture useless, and that it stands to reason that no sane man will cause injury to an animal when he knows that it would render all his efforts and his personal risk futile; that if for no other reason than plain commercialism, the lion-catcher treats his capture carefully.

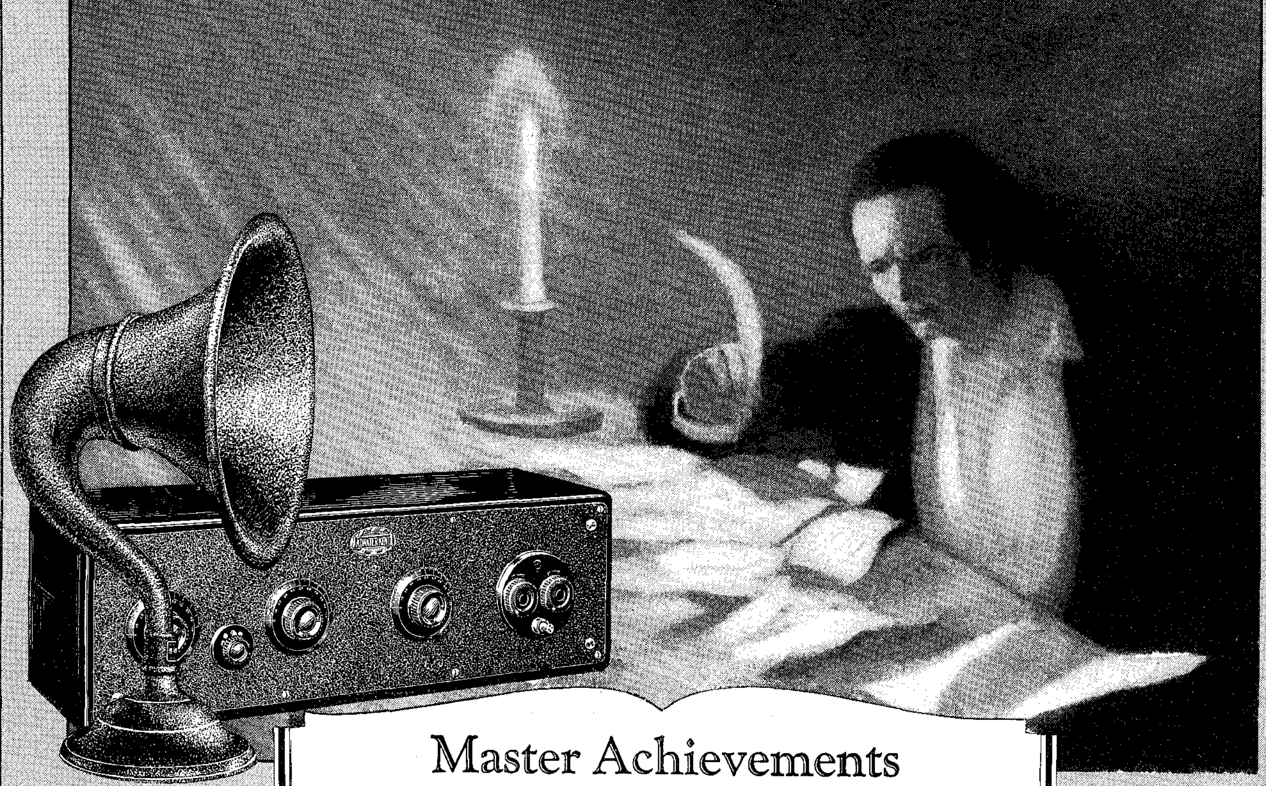
To those young men who complain that most sports are too tame for them, lion-catching is recommended. The field is not overcrowded. The opportunity in Glacier National Park is unlimited. But before setting out, it is suggested that prospective lion-hunters go through a period of preparation by staging a few fast rounds with some hot-tempered alley cat. It will prove enlightening as to what is to follow.

THE PROFESSOR IN THE SARGASSO SEA

THAT "PORT OF MISSING SHIPS" in the North Atlantic, a mysterious sea of weeds and tropic haze and strange creatures set in the middle of the ocean, is under investigation by a scientific expedition. The voyage is called "the multiplication of a dozen romances" by an enthusiastic newspaper appreciator, but to Prof. William Beebe, naturalist, explorer and author, it is primarily another chapter in his work on tropical research. His ship, the *Arcturus*, is fitted out with more fearful and wonderful equipment than has fallen to any previous sea-going scientific expedition. "She will sail to the Port of Missing Ships," wrote Professor Beebe, shortly before the expedition left New York, early in February. "She will go to the region where the lost Atlantis of Plato lies, to that portion of the sea where the sea-serpent is reported to be found; and all this she does in the name of sober science." The *Arcturus* has been on her way, now, for several weeks, but no detailed reports of the expedition's doings are expected for several months; the investigation is to be made in a lonely and generally avoided corner of the Atlantic, from which only wireless messages can be returned to civilization. For the good ship *Arcturus*, as Professor Beebe wrote in the New York *Times:*

> Instead of trying to avoid the Sargasso Sea, dreaded spot of perilous marine quicksands, will try to become entangled in its legendary web of vegetation; and if that creature, the giant octopus, whose undoubted existence is probably the foundation for many sea-serpent tales, should coil his gigantic tentacles over the bulwarks in preparation for boarding, the genuine cordiality of his reception would surprize him.
>
> Twenty-five years ago the New York Zoological Society began the collections and buildings which are represented to-day by the Zoological Park in the Bronx and the New York Aquarium. Nine years ago the Tropical Research Station was established by the society in British Guiana under my direction. Now the society is reaching out into a new field in taking up deep-sea investigation by means of the expedition of the *Arcturus*. This ship will be the floating home and laboratory of the Tropical Research Department, and on her I and my staff of fourteen trained workers will undertake the study of two very different spots in the ocean—the Sargasso Sea and the Humboldt Current.
>
> The ship has been supplied to the Zoological Society by Henry D. Whiton, second vice-president. She has been rechristened the *Arcturus*, the name of the fourth brightest star in the heavens and one of prime importance to mariners since the beginning of navigation.
>
> A score of deep-sea expeditions in the past have shown what a tremendous field of unknown life awaits investigation in submarine regions. On this planet, which, from the point of view of the explorer, is shrinking so rapidly, the depths of the ocean will be the last area to give up its secrets. It is amazing to realize the comparatively scanty knowledge which we possess of the lives and habits of the denizens of regions where conditions are so strange as to be almost inconceivable to the human mind. Total darkness, utter silence, bitter cold—the visualization of such realms brings vague pictures of the creatures which must people them. But no matter how active the imagination, the reality is far stranger, more weird and grotesque, more unearthly and monstrous. So much has been proved in the past, and it has whetted our curiosity as to the further wonders that exist under the keel of every ship that has ever voyaged since time began.
>
> The first area which I propose to study is the Sargasso Sea, famed in romantic legend. The canny Phenicians were perhaps the first tellers of the tale, for they frightened off prospective competitors in foreign commerce by dire stories of what awaited any foolhardy voyager beyond the Pillars of Hercules. The Atlantic, they said, was a place of dreadful darkness, a muddy and a shallow sea, where great morasses of strange growth waited to twine their slimy tendrils about any ship that ventured there

ATWATER KENT
RADIO



Master Achievements

ONLY the master achievements of the great composers can give you a true appreciation of music—Only the master achievements in radio can give you a true realization of the perfections which have been attained.

Back of every composer's great creation there is genius combined with years of patient work and study.

Back of ATWATER KENT Radio there is genius, too—there is painstaking care and master workmanship—there is engineering skill and the experience of more than a quarter of a century, accumulated in the manufacture of precision electrical instruments.

It is these characteristics that have created leadership for the ATWATER KENT, and have made it what many consider perfection in radio.

Any ATWATER KENT dealer will prove to you through a demonstration that here are the instruments that will meet all your expectations.

Interesting literature on request

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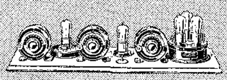

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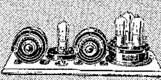

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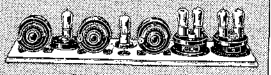

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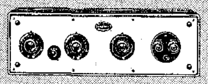

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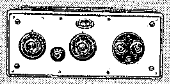

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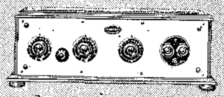

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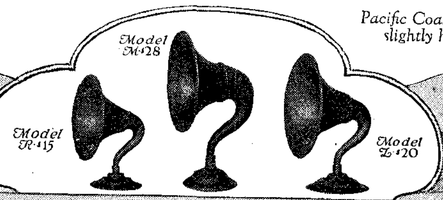

THINK WHAT IS BACK OF IT

Made in our own factories

Sold only through our own stores

THE Hanover Shoe
FIVE DOLLARS

Style 381
Black Calfskin
Oxford—$5
Wingfoot
rubber heels

Style 288
Light Shade Russia
Calfskin Oxford—$5
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rubber heels

We want every man in America to know, what thousands already know, that to wear Hanover Shoes means walking in comfort, being in style, getting longer wear and paying less money. Write for style catalog giving location of Hanover Stores.

The Hanover Shoe
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Boys Light Shade
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Hanover Shoes for Boys and Little Men are built of finest leathers, well put together, $2.50, $3 and $3.50

PERSONAL GLIMPSES

Continued

> and hold it helpless prisoner forever. The recent discovery of a large store of Phenician coins on one of the Azores makes it seem quite certain that those daring navigators from African shores actually saw the Sargasso Sea and embroidered this foundation of fact with their own shrewd fancy.
>
> Six weeks after Columbus had sailed from Cadiz on his first epoch-making voyage, his ships began to pass through great patches of weed, "such abundance . . . that the ocean seemed to be covered with them; they came from the West." He took this for a sure sign that they were nearing land; but when they had sailed another week the wind died out and the sea was so calm "that the sailors murmured, saying they had got into smooth water, where it would never blow to carry them back to Spain." It was almost a month after they saw the first weed before they finally sighted the West Indies.

Perhaps it was the experience of Columbus, suggests Professor Beebe, that first gave rise to the legend that the Sargasso Sea was a region of constant calm, for—

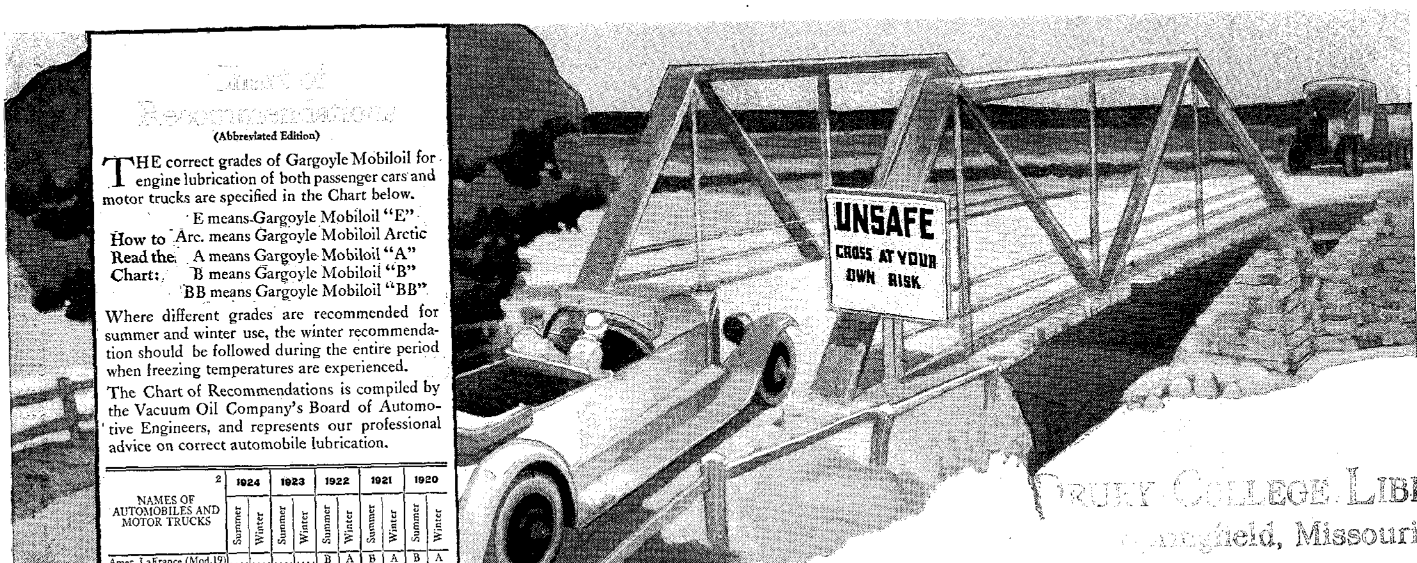
> A belief exists, even to the present time, that here is the graveyard of missing ships, and that all the wrecks and derelicts of the Atlantic eventually drift to this weedy spot; and here, tangled in a mat of vegetation, they slowly eddy round and round in desolate assembly. The truth has been the basis for a thousand fantastic tales, the most picturesque version being that as the vast field of wreckage is penetrated the age of the vessels increases until in the very center are Phenician galleys still afloat on a voyage which has no end.
>
> The Portuguese called this place Sargaco, from the word "sarga," a kind of grape. Thus it might be literally translated as "the Sea of Little Grapes," and, indeed, the floating weed is buoyed up by thousands of tiny gas-filled bladders which look like the fruit of the weed, but are in reality only the device which keeps this nomad of the vegetable world from sinking into the icy depths of the ocean.
>
> Somewhere in this region, too, legendary Atlantis is said to lie. This dream country, the thread of whose legend may be traced through the folk-lore and priestcraft of a dozen countries, was thought to occupy most of the space where the Atlantic now lies, and there are historians and geologists who are convinced that it once existed, a smiling, happy land that was overtaken by frightful catastrophes, and was overwhelmed by an onrushing sea. This is by some historians supposed to be the origin of the Flood story, which is so curiously and inexplicably universal, and the theory of a submerged continent is somewhat upheld by the soundings of oceanographers, which show that lofty mountain ranges raise their peaks toward the surface of the Atlantic as they may once have raised them toward and above the clouds.
>
> Altho I do not expect to find Phenician galleys nor to dredge up relics of a lost Atlantis, the undoubted fact of the existence of the Sargasso Sea is enough to promise thrills in plenty. Not the sort of thrill that Thomas Janvier injected into his novel, "In the Sargasso Sea," for we know now that no ship need fear permanent entanglement there, and that in this Port of Missing Ships we can expect to find nothing more than a few bits of débris such as might be seen on any part of the ocean. It is merely a comparatively quiet spot, the hub of a huge, vaguely defined circle formed by the wheeling of the Gulf Stream from the Southwest and the equatorial current from the Southeast.

The scientific possibilities of an expedition such as this, says Professor Beebe, are almost unlimited. He announces that:

> There is nothing further from the scientific spirit than prophecy and prognostication, and it is against all my ideas of investigation to predict boldly what I shall find. This article should be read only from the point of view of the most generalized expectation of what may possibly happen. The delightful part of a naturalist's life is that anything may happen, and usually does.
>
> In preparation for the peculiar requirements of the work to be undertaken, the *Arcturus* has been refitted, and many odd devices have been installed which will make her the despair of captains called upon by curious passengers to explain the rig of the queer-looking ship that they see in the distance. She is 280 feet over all, with a beam of 46 feet, and is by far the largest vessel ever available for scientific work such as that contemplated, her gross tonnage being almost twice that of the yacht *l'Hirondelle*, on which the Prince of Monaco did such notable oceanographic work for many years.
>
> A large laboratory has been built forward of the bridge deck, containing every facility for the intensive study of captured specimens, and tanks and wells have been installed to keep fish alive, as well as cages for live animals, birds and reptiles. There is a special dark room for the study of one of the most interesting phases of the life of ocean depths—that is, the luminescence of deep-sea fishes. Many of these creatures, incredibly grotesque in form, carry their own lights furnished by their own bodies, and one of our problems will be to solve the method of production of this luminosity which serves to irradiate the blackness of the medium in which the fish spends its existence. We have, of course, all appliances for dredging and trawling, and carry a dozen small boats, some with glass bottoms, in which to put off from the *Arcturus* in pursuit of specimens.
>
> Projecting from the bow just above the surface of the water is a small platform, which resembles nothing so much as a cowcatcher. From this, in reasonably calm weather, it will be possible to net floating organisms and to use the harpoon gun. All around the outside of the vessel's hull is a narrow footway, furnished with hand-ropes, from which observations will be made, and from a specially large and lofty crow's-nest a watch will be kept for anything of special interest that might otherwise escape unseen.

The *Arcturus* resembles an old pirate ship, in her commander's opinion, for "she is all of wood, with very high bulwarks, and to stand in her hold and look up at the great curved timbers of her frame, carries the mind irresistibly to slave ships and buccaneering days. In conformity with that general idea, he says:

> We will, in a way, be pirates of the deep, raiding the inhabitants of a curious pseudo-continent in mid-Atlantic, like the floating island of Captain Shard, where we shall anchor, and for two months investigate the lives of our captives. The last piratical



DRURY COLLEGE LIBRARY
Springfield, Missouri

Chart of Recommendations

(Abbreviated Edition)

THE correct grades of Gargoyle Mobiloil for engine lubrication of both passenger cars and motor trucks are specified in the Chart below.

How to Read the Chart:
E means Gargoyle Mobiloil "E"
Arc. means Gargoyle Mobiloil Arctic
A means Gargoyle Mobiloil "A"
B means Gargoyle Mobiloil "B"
BB means Gargoyle Mobiloil "BB"

Where different grades are recommended for summer and winter use, the winter recommendation should be followed during the entire period when freezing temperatures are experienced.

The Chart of Recommendations is compiled by the Vacuum Oil Company's Board of Automotive Engineers, and represents our professional advice on correct automobile lubrication.

2	1924		1923		1922		1921		1920	
NAMES OF AUTOMOBILES AND MOTOR TRUCKS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Amer. LaFrance (Mod. 19)	....	....	....	....	B	A	B	A	B	A
" All Other Models	A	A	A	A	A	A	A	A	A	A
American Six	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Anderson	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Apperson (6 cyl.)	A	Arc.	A	Arc.	....	....	....	....	....	....
" (8 cyl.)	A	A	A	A	A	A	A	A	A	A
Atlas	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Auburn (Mod. 6-63)	A	Arc.	A	Arc.	....	....	....	....	....	....
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Barley Six	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Bethlehem	A	A	A	A	A	A	A	A	A	A
Buick	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cadillac	A	Arc.	A	A	A	A	A	A	A	A
Chalmers	A	Arc.	A	A	A	A	A	A	A	A
Chandler	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chevrolet (Mods. FB & T)	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cleveland	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cole	A	A	A	A	A	A	A	A	A	A
Col'bia (Det.) (Con't Eng.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" All Other Models	....	....	....	....	A	Arc.	A	Arc.	....	....
Commerce	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cunningham	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Dodge Bros.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Dorris (6 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Dort	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Durant Four	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Elcar (4 cyl.)	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
" (6 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Elgin Six	A	Arc.	....	....	A	Arc.	A	Arc.	A	Arc.
Fageol Safety Coach	B	A	....	....	....	....	....	....	....	....
" (1½ ton)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (2½ ton)	A	A	A	A	A	A	A	A	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Federal Knight (¾ ton)	B	Arc.	....	....	....	....	....	....	....	....
" " (Model X-2)	A	A	A	A	A	A	....	....	....	....
" " All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Flint	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Ford	E	E	E	E	E	E	E	E	E	E
FourWheelDrive(F.W.D.)	A	A	A	A	A	A	A	A	A	A
Franklin	BB	BB	BB	BB	BB	BB	A	A	A	A
Gardner	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Hanson Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Haynes (6 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (12 cyl.)	....	....	....	....	....	....	A	A	A	A
H. C. S.	A	A	A	A	A	A	A	A	A	A
Hudson Super Six	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Indiana (1 ton)	A	A	A	Arc.	....	....	....	....	....	....
" (1½ ton)	A	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Jewett	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Jordan	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Kelly-Springfield	A	A	A	A	A	A	A	A	A	A
Kline	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
LaFayette	A	Arc	A	A	A	A	A	A	A	A
Lexington (Con't Eng.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
" All Other Models	Arc.	Arc.	A	A	A	A	A	A	....	....
Liberty	Arc.	Arc.	Arc.	Arc	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lincoln	A	A	A	A	A	A	A	A	....	....
Locomobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
McFarlan	A	A	A	A	A	A	A	A	A	Arc.
Marmon	A	A	A	A	A	A	A	A	A	A
Mason	A	A	A	A	....	....	....	....	....	....
Maxwell	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com'l)	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	A	A	A	A	A	A	A	A	A
Moon	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Nash Four & Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" (Com'l) (Quad.)	....	....	....	....	A	A	A	A	A	A
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Oakland	A	A	A	A	A	A	A	A	A	A
Oldsmobile (4 cyl.)	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (Model 30)	A	Arc.	....	....	....	....	....	....	....	....
" All Other Models	....	....	A	A	A	A	A	A	A	A
Overland	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Packard (Eight)	A	Arc.	A	Arc.	....	....	....	....	....	....
" All Other Models	A	A	A	A	A	A	A	A	A	A
Paige (Con't Eng.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com'l)	....	....	A	A	A	A	A	A	A	A
" All Other Models	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
Peerless (8 cyl.)	A	Arc.	A	A	A	A	A	A	A	A
Pennant Taxi Cab	A	A	....	....	....	....	....	....	....	....
Pierce Arrow (2 ton)	A	A	A	A	A	A	A	A	Arc.	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Premier	A	A	A	A	A	A	A	A	A	A
Premier Taxi Cab	A	A	A	A	....	....	....	....	....	....
R. & V. Knight	BB	A	BB	A	BB	A	B	A	B	A
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rickenbacker	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Rolls Royce	A	A	A	A	B	A	B	A	....	....
Star	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Stearns-Knight	B	A	B	A	B	A	B	A	B	A
Stephens	A	A	A	A	A	A	A	A	A	A
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Stutz (4 cyl.)	A	A	A	A	A	A	A	A	A	A
" (6 cyl.)	A	A	A	Arc.	....	....	....	....	....	....
Templar	A	A	A	A	A	A	A	A	A	A
Westcott (Mod. D-48)	A	Arc.	A	Arc.	Arc.	Arc.	....	....	....	....
" (Mod. 60)	A	A	....	....	....	....	....	....	....	....
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Willys-Knight	B	Arc.	B	A	B	A	B	A	B	A
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Yellow Cab	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....

Makes of Engines

When Used in Passenger Cars and Motor Trucks

(Recommendations shown separately for convenience)

	1924		1923		1922		1921		1920	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buda (Mods. RU, WU)	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Continental (Mod. B5)	A	A	A	A	A	A	....	....	....	....
" (Mod. B2)	....	....	....	....	A	A	A	A	A	A
" (Mod. 12XD)	....	....	A	Arc	....	....	....	....	....	....
" (Mod. B7)	A	A	....	....	....	....	....	....	....	....
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Falls	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hercules	A	A	A	A	A	A	A	A	A	A
Herschell-Spill'n (Mods. 15, 41, 80 & 91)	A	A	....	....	....	....	....	....	....	....
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hinkley	A	A	A	A	A	A	A	A	A	A
Lycoming (C Series)	A	A	A	A	....	....	....	....	....	....
" All Other Models	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rochester	A	A	A	A	A	A	A	A	A	A
Waukesha (Mods. Y, Ya & Z)	A	A	....	....	....	....	....	....	....	....
" (CU, DU, EU, FU)	A	A	A	A	A	A	A	A	A	A
" All Other Models	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Wisconsin	A	A	A	A	A	A	A	A	A	A

Transmission and Differential

For their correct lubrication, use Gargoyle Mobiloil "C," "CC" or Mobilubricant as recommended by complete Chart available at all dealers.

What is your Margin of Safety?

NO GOOD BRIDGE is built without providing an ample margin of safety. No skyscraper is erected without allowing a margin of safety. No good automobile is designed without making sure that there is a margin of safety in all those parts which must withstand severe strains.

No lubricating oil should be used in your automobile engine which does not provide an ample margin of safety. Unusual strains are sure to come—demands of cold weather which congeal inferior oil, the added heat of a hard pull in low gear through snow or mud, the added friction of a necessary spurt of speed. Even the most careful drivers run into these conditions.

It is then that the difference between haphazard lubrication and Gargoyle Mobiloil, with its greater margin of safety, may mean

—the difference between a burned out bearing—or a protected bearing

—the difference between a damaged engine—or a protected engine

—the difference between excessive carbon—or infrequent carbon

—the difference between dangerous frictional heat—or minimized frictional heat.

When you use the grade of Gargoyle Mobiloil specified for your car, you secure the fullest possible margin of safety in the operation of your automobile engine. For no other automobile oil has back of it such specialized manufacturing experience and success.

That is why practically every automobile manufacturer endorses the Gargoyle Mobiloil recommendation for your car in the Chart of Recommendations.

That is why Gargoyle Mobiloil is asked for by name at least five times as often as any other oil.

If you want the greatest margin of safety in the lubrication of your automobile engine, you want Gargoyle Mobiloil—the grade recommended for your car.

If you keep your car at home, a 5-gallon can or 15-gallon steel drum of the correct Gargoyle Mobiloil will provide perfect engine protection.

The QUART CAN

The new sealed 1-quart can is ideal while on long trips or for emergency. Carry two or three under the seat. Fair retail price 35c (grades "E," "Arctic," and "A," 3 for $1.00). Slightly higher in Southwestern, Mountain and Pacific Coast States.

GARGOYLE
Mobiloil

Make the chart your guide

FAIR RETAIL PRICE

30c a quart from bulk

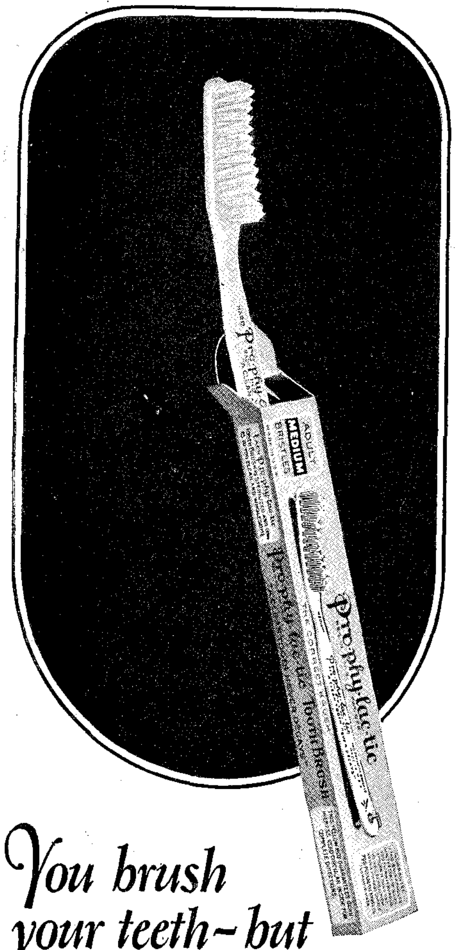
When the dealer sells a quart of Gargoyle Mobiloil for less than 30c, he does not make his fair, reasonable profit. Lower prices often accompany substitution of low-quality oil for genuine Gargoyle Mobiloil.

Prices are slightly higher in Canada, the Southwest and Far West.

Domestic Branches:

New York (*Main Office*)
Albany
Boston
Buffalo
Chicago
Dallas
Des Moines
Detroit
Indianapolis
Kansas City, Mo
Milwaukee
Minneapolis
New Haven
Oklahoma City
Peoria
Philadelphia
Pittsburgh
Portland, Me.
Rochester
Springfield, Mass.
St. Louis

VACUUM OIL COMPANY



You brush your teeth—but do you clean them all?

THERE isn't a part of a tooth *this* brush can't reach. With it, you keep *all* your teeth clean, and keep *all* your teeth.

It has a curved surface that fits the shape of your jaw. It has saw-tooth bristle-tufts that reach in between teeth. It has a large end tuft that helps clean the backs of front teeth and the backs of hard-to-get-at molars. This brush is the Pro-phy-lac-tic.

Do you know what makes your teeth decay? It is germs. Germs are always in your mouth. They collect upon your teeth. They create lactic acid. This destroys the enamel. The important thing is to keep germs off your teeth—to remove the clinging mucin, which holds the germs fast against them. That requires a brush scientifically designed with a saw-tooth arrangement of bristles. It requires a brush with a large end tuft that can reach the backs of back teeth. There is such a brush—the Pro-phy-lac-tic.

free Tooth brushes for life to the reader who helps us with a new headline for this advertisement. The present headline is 'You brush your teeth—but do you clean them all?" After reading the text can you supply a *new* headline? We offer to the writer of the best one submitted four free Pro-phy-lac-tics every year for life. In case of a tie the same prize will be given to each. Your chance is as good as anyone's. Mail the coupon or write a letter. The winning headline will be selected by the George Batten Company, Inc., Advertising Agents. This offer expires on April 13, 1925.

PRO-PHY-LAC-TIC BRUSH Co., Florence, Mass. 5-F6
Gentlemen: I suggest the following as a new headline for the advertisement from which this coupon was clipped:........................
....
....
Name..
(First name in full)
Address..

PERSONAL GLIMPSES
Continued

touch is given by the double boom which projects amidships, supporting a gang-plank that ends in mid-air. If Blackbeard came aboard our ship he would see that plank at once and identify it as the kind of footpath along which he forced so many of his prisoners to take their last walks. But we plan to walk the plank in a diving helmet, which is a vast improvement over the old style, as any captive would admit. From our boom hangs a platform which can be lowered below water. Seated on this, and clad in a helmet, an observer can be let down twenty or thirty feet below the surface in mid-ocean and spy upon the busy life of the aquatic jungle called the Sargasso Sea.

Here the little Sargasso fish climbs about the branches of yellow-brown weed, clinging with fingered fins, and in the masses of vegetation she builds her nest of transparent isinglass, spun from her own body. Here the place of insects in the foliage is taken by millions of tiny crabs and shrimp, some with luminous eyes, and glowing spots like jewels on their minute bodies. Barnacles of many queer shapes make up for a sedentary existence by violently kicking their food into their mouths with their feet, and, creatures that might be animal or vegetable or both at once, ceaselessly wave delicate fronds and tentacles in the soft yellow light that filters down through the floating forest. And from all this upper strata a constant rain of tiny bodies, whose span has been accomplished, sifts down to where other organisms wait hopefully for the never-failing source of supply.

After two months in the Sargasso Sea the *Arcturus* will turn toward the Pacific, continues Professor Beebe, where the voyagers plan to revisit the Galapagos Islands, where two years ago they spent "one hundred magic hours of study and exploration," as recorded in the explorer-naturalist's latest book. Also, he says:

This visit to the Galapagos will have a piratical flavor, as we expect to find buried treasure. In my book, "Galapagos: World's End," I described the adventures of Christiansen, the taxi-driver who was shipwrecked on these islands, and the gold that was left behind when he and his companions were finally rescued. On this expedition Christiansen is to be one of the company to revisit the scene of this experience and to dig up the buried gold. He says he can see the spot with his eyes shut.

This time we know what to expect of this archipelago, and even more what not to expect. Water we shall waste no time searching for; the tanks of the *Arcturus* are ample to supply our needs. But I think the thing that every one anticipates is the assault on the crater at the center of Indefatigable Island, that ascent that so contemptuously defied us before, and that we are determined shall yield to us this time.

The speed of modern life has been strikingly demonstrated to me of late. Never before have I prepared for an expedition without the feeling that I was soon to leave behind all civilization, except such paraphernalia as I cared to take with me. But this time I find that the world will be, if not too much with me, at least ready to be summoned by the pressing of a magic key or the turning of an enchanted disk. All this is somewhat of a shock to one who has been accustomed to cut himself off for many months from all sounds of modern life and revert to a world where telephones, railways, motors and phonographs might never have been invented.

The financial backing of the expedition has been furnished by Harrison Williams, Vincent Astor, Marshall Field, Clarence Dillon, George F. Baker, Jr., and a number of other gentlemen.

The staff is the strongest I have ever taken on any expedition and represents many fields of investigation. Four members of my permanent staff will accompany me, John Tee-Van, William Merriam, Isabel Cooper and Ruth Rose. Dr. W. K. Gregory, one of the greatest comparative anatomists in the world, will go from the American Museum, and Mr. and Mrs. C. J. Fish, authorities on plankton, have been loaned by the United States Government. Lillian Segal, an eminent biological chemist of this country, will apply her knowledge to the better understanding of the luminescence of deep-sea fish. J. Schoedsack will direct the moving-picture activities, having recently returned from his excellent work among the tribes of northern Persia. Dwight Franklin will have full charge of the preparation of fish and their modeling for exhibition; Jay Pearson and Serge Chetyrkin will act as general assistants. Dr. D. W. Cady has volunteered his services as physician and surgeon.

Some slight doubt of the present whereabouts of the fabled Sargasso Sea is exprest by one of the many newspaper editors who give the departing explorers *bon voyage*. However, they will certainly find something interesting, opines this editor, writing in the Baltimore *Sun*, and, as matter of historical record:

Ships have found the Sargasso Sea accidentally. Columbus got mixed up in it, and was not pleased by the delay which it caused; and since his time there has grown up a legend that it seizes unsuspecting vessels somewhat as morass lays hold of animals and vehicles that attempt to traverse it. A romantic Western newspaper has recently attributed the phenomenon to the action of an immense whirlpool which not only collects stray seaweed, but even drags ships from their courses and sweeps them relentlessly in diminishing spirals to the center, where they rot without chance of escape. All this is bunk. The slow-moving ocean currents which carry drifting material to that maritime dumping-ground are no more like a whirlpool than a summer breeze is like a blizzard.

What seems to be a fact is that strange forms of life exist among the drifting weed. There is talk of fish that crawl, birds of unknown species, and exclusive sea-serpents not found elsewhere except in nightmares. Then if this is too much to expect, an inquiring scientist may find that the tangles of weed are a natural laboratory in which unusual sea creatures may be studied more closely and more successfully than is possible in artificial lagoons or in the open sea. Small swimmers are there protected from the larger fish, and conduct their affairs with little need of secrecy.

One hopes that Dr. Beebe and his friends will reach their Sargasso hunting-grounds. The place is apparently a marine jungle, as thickly teeming with life as any of those of South America, where Dr. Beebe found so much of interest to describe. Fish are not credited with high intellectuality, but they deserve a chance to show themselves to

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EVERY TUESDAY AT 9 P.M.
(Eastern Standard Time)

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WJAR	Providence	WCAE	Pittsburgh
WEEI	Boston	WGR	Buffalo

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Satisfaction
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You need three things in radio "B" Batteries—satisfaction, reliability and economy. You get them all in Eveready "B" Batteries. Satisfaction, because they produce all the current needed by your tubes, giving you the maximum results of which your set is capable. Reliability, because you can depend on them to work at full power. Economy, because they long maintain their strength, and because they are low in price.

Advances in the art of battery manufacture make Evereadys last longer than ever. You actually get much longer service for your money.

There is an Eveready Radio Battery for every radio use.

Buy Eveready Batteries.

Manufactured and guaranteed by
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Radio Batteries
—they last longer

EVEREADY COLUMBIA IGNITOR DRY CELL
FOR RADIO, IGNITION AND ALL GENERAL PURPOSES
INSPECTED TESTED RELIABLE
No.766 EVEREADY RADIO "B" BATTERY
No.772 EVEREADY RADIO "B" BATTERY 45 VOLTS
EVEREADY
No.771 EVEREADY RADIO "C" BATTERY

Eveready Columbia Ignitor Dry Cell "A" Battery for all Dry Cell Tubes 1½ volt

No. 766 22½-volt Large Horizontal Price $2.00

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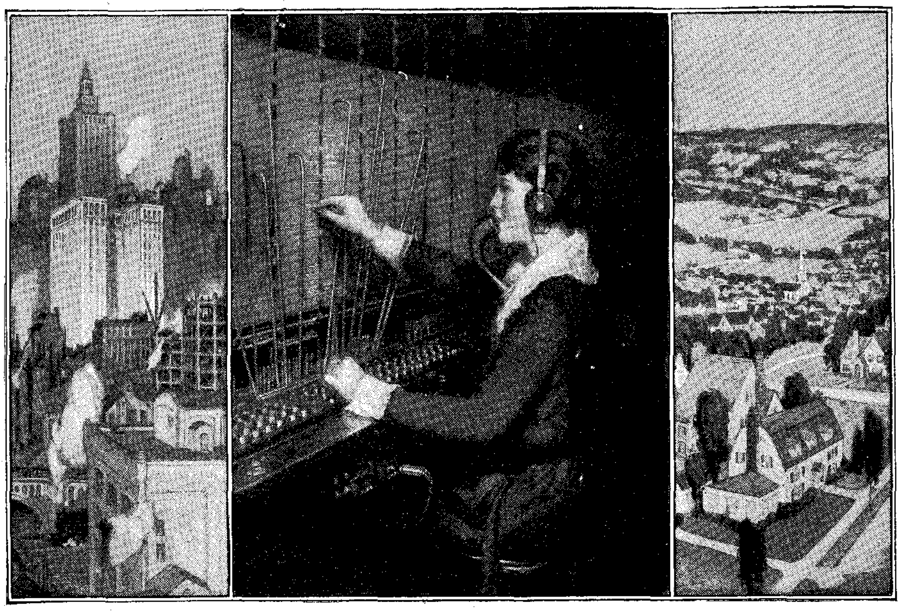
No. 771 4½-volt "C" Battery improves quality, saves "B" Batteries Price 60c



At your service

The courteous girl at the switchboard speaks the first word in more than two million conversations an hour. Presiding day and night at the busy intersections of speech, she is always at the call of the nation's homes, farms and offices.

Out of sight, and most of the time out of hearing of the subscribers, little is known of the switchboard girl—of her training and supervision under careful teachers, and of her swift and skilful work. Likewise, little is known of the engineering problems necessary to bring the terminals of sixteen million telephones within the reach of a girl's arm, or of the ceaseless work of maintenance which in fair weather and storm keeps the mechanism fit and the wires open.

America's millions of people must always have at their command means of direct and instant communication, and the Bell System must ever be in tune with the demands of national service.

These are the components of America's system of telephony: The best of engineering, of manufacture, of facilities—and a personnel trained and eager to serve.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES
BELL SYSTEM
One Policy, One System, Universal Service

PERSONAL GLIMPSES
Continued

the man who has spoken a good word for even insects and crustacea. And is it not an omen of sympathetic interpretation of their doings that among Dr. Beebe's colleagues is Prof. C. J. Fish, of the University of Pittsburgh?

A DOMESTIC TANGLE

CASES in which a young lady discovers that she is her own grandmother may be rare, but a lively Ohio poet seems to have discovered one. There are other complications, also, as he metrically relates:

The Widow McCann had a daughter named Ann,
And the Widower Smith had a son,
A curly-haired boy whose cognomen was Roy,
Full of pep and ambition and fun.
Roy met Ann one night and 'twas love at first sight,
For Ann was by no means a fright;
And he started to woo, as a young man should do,
And called at her home every night.

Of course, 'twas not long till he sang the old song
On his knees on the porch of cement.
Fair Ann colored red and then bashfully said,
"You will have to ask mother's consent."
And Roy, being game, went right in to the dame,
And that's where the trouble began,
For as soon as Roy saw his prospective "in-law"
He believed she was fairer than Ann.

He was dazed by her smile and he could not beguile
His lips their true errand to state,
So he talked for a bit and he made quite a hit,
And succeeded in making a date.
Ann could never abide such a blow to her pride
And deemed it decidedly raw
That her lover had left her entirely bereft
And proceeded to flirt with her ma.

So she went to his dad with a countenance sad,
And a wistful and sorrowful air;
And she said to Roy's pop that she wished him to stop
So crude and banal an affair.
The old gent was impressed by the way she was dressed
And the lovable look in her eyes,
So he gallantly took what his offspring forsook
And felt he had landed a prize.

The two couples were wed, and by this time 'tis said,
Of the tangle they're starting to tire,
For Ann is the ma of her father-in-law,
And Roy is the dad of his sire;
And Roy is the pa of his mother-in-law
By virtue of taking the vow;
While the Widow McCann is the daughter of Ann,
And Ann's her own grandmother now.

From "Poems of Progress," by Herbert Gay Sisson. The Lincoln Press Co. Inc., Dayton, Ohio.

The shorthand Executives used to say:

"She's busy now. Let it go."
"Has all she can write today."
"I used up her time dictating."
"She can't get out all she's taken."
"She can't help me with other things."
"Forgot it before she came in."
"If I could only dictate while it's fresh in my mind."
"Out sick, so my letters have to wait."
"When here alone, I'm helpless."
"All this saps my initiative."

Robert L. Blanchard
of The Van Kannel Revolving Door Co., world's largest manufacturers of revolving doors, and Vice-President of The Combustion Specialties Corp., manufacturers of Combusto Draft System.

"Thanks to The Dictaphone, I am now doing three times as much work as I did last year—doing it without any addition to the executive personnel and feeling just as free as I did before. Part of the secret, of course, lies in the fact that my secretary now has taken over work which she never could do when I was wasting her time with shorthand dictation.

"I can say very simply that The Dictaphone has enabled me to do what I could not possibly have done by any human means without it."

— *Robert L. Blanchard*

Madelyn Constable is secretary to Mr. Blanchard in the highest sense of the word. Freed from taking dictation, she has time to relieve him of a load of executive detail.

Freed from the fetters of shorthand—

How much more work can be turned out by a man using The Dictaphone than by the same man who clings to shorthand?

FIFTY per cent. more, some executives say. *Every* Dictaphone user finds his output amazingly increased.

Robert L. Blanchard, of the Van Kannel Revolving Door Company and Vice-President of the Combustion Specialties Corporation, discovered that he could *triple* his activity.

Sales expanded nearly 300 per cent. last year, making necessary fifty new men on the sales force. Conferences, sales talks, telephone calls, correspondence—like a relentless flood they threatened to drown him.

In less than ten days, however, Mr. Blanchard had the stream flowing over the spinning wax cylinders of his new Dictaphone. Natural, perhaps, that a man interested in developing and merchandising the modern revolving door should turn to the modern Dictaphone method of handling correspondence and office routine.

For here is what he discovered: The Dictaphone keeps his mind free from cluttering details. After an important interview or telephone conversation, or when an idea comes that needs letter or memorandum form, he can get it off his mind immediately whether Miss Constable, his secretary, is on hand or not. Any and every spare moment—day or night—he can answer correspondence.

Because of the hours the Dictaphone salvages, he now has time for real administrative work.

Miss Constable on her side found that she doesn't have to write letters twice—once in shorthand and once on the typewriter. She isn't delayed by waiting for dictation or interrupted in carrying out the work she is responsible for. She has time to relieve Mr. Blanchard of innumerable executive details. The Dictaphone has promoted her from secretary-stenographer to assistant!

The shorthand Secretaries used to say:

"No one else can read my notes."
"Yes I do mind staying late."
"Cold notes are maddening."
"Shorthand is nothing to boast of."
"Swell chance of a raise. I've no time to show initiative!"
"I'm 10% secretary and 90% slave to my notebook."
"He talks so fast, I'll be getting writer's cramp soon."
"Those awful waits while he chats over the 'phone!"
"Nothing doing until 3, and then two days' work."

Shed routine—
at our expense.

Are you giving yourself *time* for creative work? Are you freeing yourself from the burden of routine, that enemy of constructive thinking?

You can do it *now*—by giving The Dictaphone a trial.

Just get in touch with the nearest Dictaphone office and say you want to test The Dictaphone—a New Model 10. It's yours for as long a test-period as you desire—without expense or obligation.

Look in your Telephone Book for nearest office

DICTAPHONE
SALES CORP'N
154 Nassau Street
New York City

DICTATE TO THE DICTAPHONE
REG. U.S. PAT. OFF.

and double your ability to get things done

Prevent tooth trouble

COLGATE'S *removes causes* of tooth Decay

GOOD teeth, good health and good looks are closely related. Keep your mouth clean and healthy and you safeguard not only your health but your personal attractiveness, too.

Preventive dentistry is the new forward step in dental science. It is sweeping the United States—and with it Colgate's Ribbon Dental Cream is closely allied. Colgate's is a preventive dentifrice. It removes causes of tooth decay.

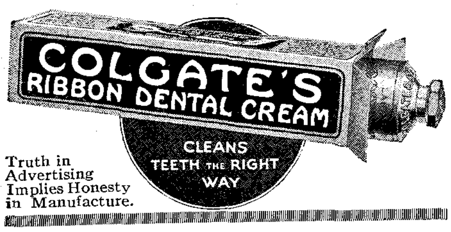
Colgate's "Washes" Your Teeth

Colgate's is a common sense dentifrice—safe for a lifetime. It "washes" and polishes your teeth—does not scratch or scour them.

Avoid grit in your dentifrice. The U. S. Public Health Service warns against it. So do dentists and physicians. There is no grit in Colgate's. It cleans your teeth safely, and by its thoroughness, helps prevent decay. Colgate's is deliciously flavored. It is always a pleasure to use it.

Take the safe course—See your dentist at least twice a year and use Colgate's Ribbon Dental Cream. Large tube 25c.

COLGATE & CO., *Established 1806*



Truth in Advertising Implies Honesty in Manufacture.

PERSONAL GLIMPSES

Continued

WHILE REAL ESTATE BOOMS IN FLORIDA

HALF of Florida has gone wild over real estate, reports a Southern newspaper correspondent who has lately had a roving commission over the State. Somebody down in Palm Beach told the reporter, he says, that "the people are crazy." But if one takes into account what many of them have made from shoestring starts, retorts the newspaper man, "they are crazy—like a fox." It may be, admits the correspondent, a special representative of the Norfolk *Virginian-Pilot*, that the people are hitting a little too high, as is the tendency in boom times and places. The more conservative element is said to fear that reaction will come, recalling that "action and reaction are the same," notably in the case of real estate booms. The State, of course, has been made the butt of many jokes on account of the amount of worthless land sold to gullible outsiders by various boosting agencies, and there seems every possibility, in the correspondent's opinion, that by no means every one investing there now is likely to get his money back. The Virginia man remarks that the big noise, during boom times, is made by the people who make money, while those who lose it, even though they may be more numerous, are not heard from. At any rate, the land traders are said to be doing a large business, whatever may be the fate of the ultimate buyers. As the report runs:

The little trader is making his along with the big trader. Take the case of Samuel Untermyer, the New York lawyer. Seven years ago he bought an ocean front tract at Palm Beach for $75,000. He sold it the other day for $700,000. Back in the lake section, touched by the new cross-state railroad, one small lot was sold four times between sunrise and sunset. The first sale was made for $400. The fourth sale—all in a day—was made for $1,800. Maybe the last buyer will hold the bag, but he thinks not.

To illustrate the demand for property take the case of the New York man, down here on a big spree, and in charge of a physician and two special nurses. One morning recently he eluded his watchers. When they found him he had a deed to a piece of property for which he had paid $120,000 by check. His friends went to the dealer who sold it and urged him to take it back. They insisted the buyer was not in his right mind, not responsible. But the dealer refused. So the property was turned over to another firm, with instructions to get from under. He got from under six days later—and at a profit of $20,000.

These cases may be exceptional, but down here they say not.

West Palm Beach, intended by Henry M. Flagler as the jumping-off place for his big winter resort across Lake Worth, is just now the center of feverish activity. The name hurts it. They are trying to change it because it can stand on its own feet. It is not a jumping-off place—not when they charge a man ten dollars a day at a hotel run on the European plan. Hundreds and hundreds of acres of land, which one might think ought to be under cultivation, have been plotted and subdivided and sold when put on the market at big prices. Most of them, they say, are being bought by home folk, but one would not think so after being picked up in the parks, on the streets, around the hotels by real estate folk.

The land gambling fever gets into the blood. "You won't go wrong buying anywhere in Florida," seems to be the motto. When the new railroad got to West Palm Beach a trader from the West Coast of Florida, which is developing more rapidly in a way than the East Coast, drifted in and looked around. He saw a church, a modest frame structure, with a bell no bigger than the bell on a locomotive. He went to the church board and bought it for $165,000. It is a matter of record that two months later he refused a flat profit of $35,000.

Around the fashionable gambling club at Palm Beach, observes the newspaper man, one hears lurid stories about this man or that woman winning $20,000 on one night's play at roulette. But one never hears of the others who drop that much. Maybe it is that way with real estate, although the big difference is that the land buyer has something more to show for his money than blue chips. However, the story continues:

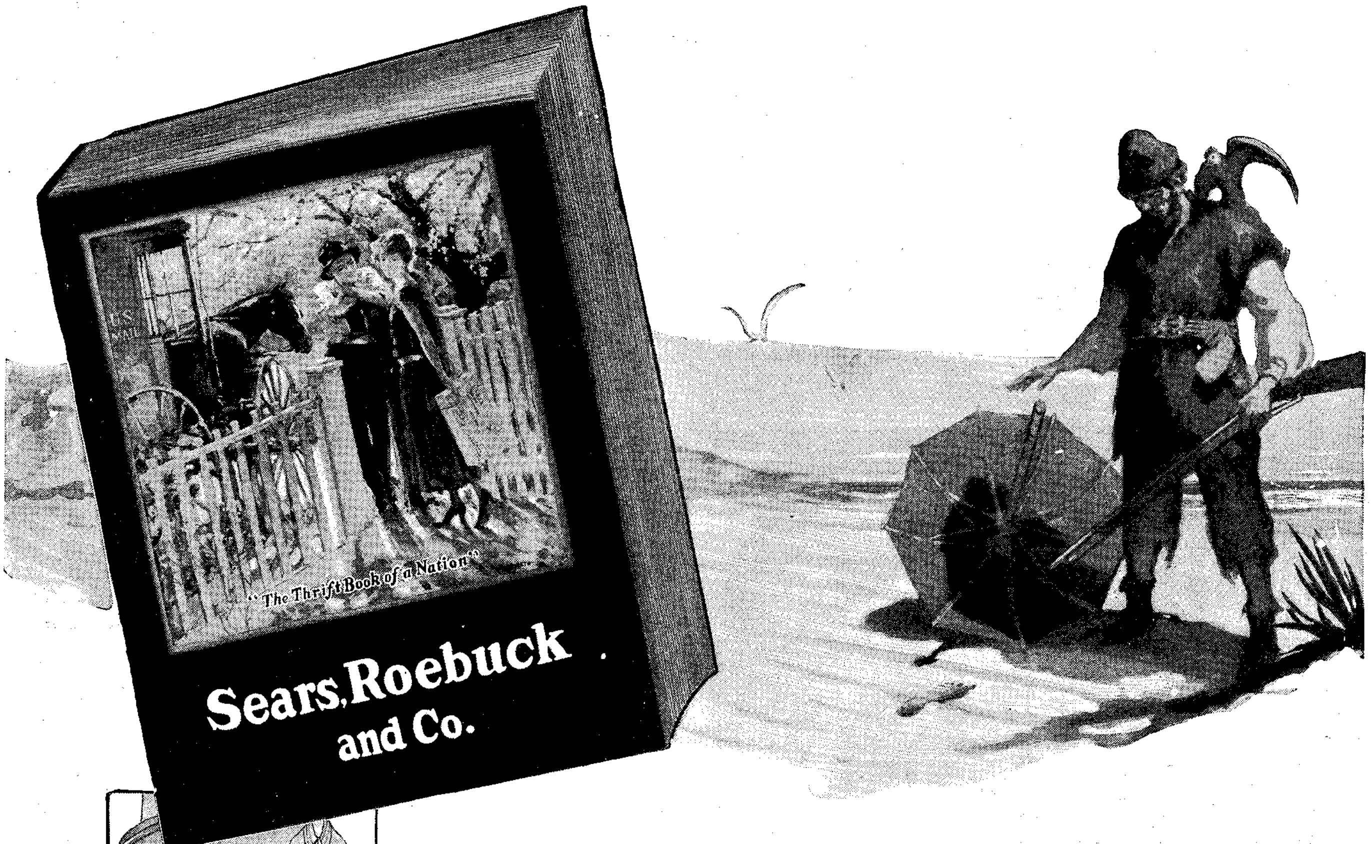
The other day when the writer, here with a special party, was invited to take an automobile tour over the Palm Beaches, he happened to hop into a Lincoln car, with a woman at the wheel and another woman at her side. They were sisters from South Georgia—school-teachers who came here eight months ago on a visit. They got the fever and joined a real-estate organization which has sixty-five local sales agents.

"While we have been selling for somebody else, we have been buying for ourselves," they said, and they have made more money in a year, to hear them tell it, than they made jointly in fifteen years teaching school.

"And now I am a bit afraid," the woman at the wheel said with a grin, "that somebody from South Georgia may come down here and try and marry me for my money."

That is the way it goes. A construction foreman engaged in railroad work was ordered to Sebring. He didn't like it. A month or two later his wife went to visit him. She liked it. Then she closed the home in Georgia and made the husband resign. He went into the real estate business. Now he says he is able to retire, but he won't while the getting is good.

Since the adoption of the Florida constitutional amendment, which prevents imposition of the inheritance tax or a State income tax, the belief is wide-spread that it will bring several million people to Florida as legal residents. There is land enough for that number and more. And there is no rivalry between the West coast and the East coast. The Florida people have a wonderful spirit. And better than any group of people on earth, as somebody remarked here, they "are able to back up their bull." They have something to sell—above all climate. The man building a home here doesn't have to bother with a heating plant. He should worry if coal goes to $50 a ton, because he doesn't need


"The Thrift Book of a Nation"
Sears, Roebuck and Co.

What Robinson Crusoe Needed

Robinson Crusoe, stranded on his desert island, could have had the world at his service if he had found a Sears-Roebuck catalog. For it would have brought him all the things he needed to make life worth while.

Today, nearly nine million families everywhere in the United States use our catalog whenever they want to buy at the lowest prices.

If you are not now in this great family of thrifty buyers, we would like to send you "THE THRIFT BOOK OF A NATION" so that you may see the endless opportunities it offers for savings on everything you and your family need.

The WORLD'S LARGEST STORE is yours to command. Our buyers go everywhere good merchandise can be bought at prices that will insure you the biggest savings; we maintain stores and warehouses throughout the country to give you the best and quickest service; 99 out of every 100 orders we receive are shipped in less than twenty-four hours. We sell only dependable goods, honestly described and illustrated.

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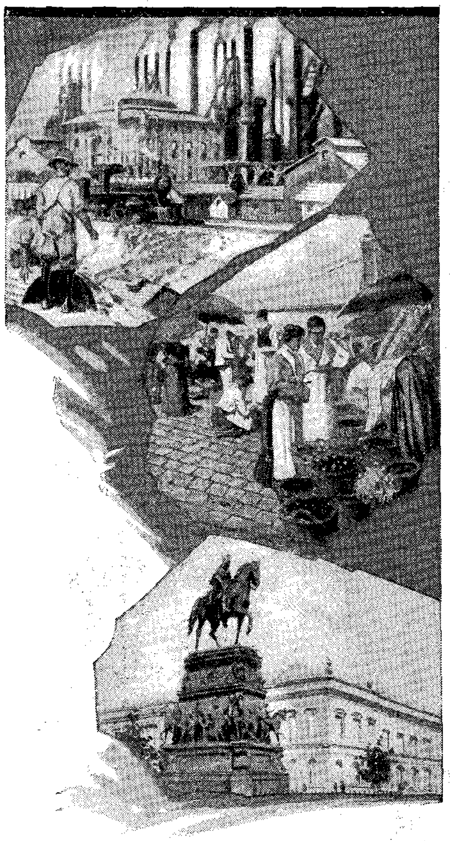

BIRMINGHAM
BUDAPEST AND
BERLIN—

"More than 100 factory offices throughout the world"

ALL PUT THEIR BEARING PROBLEMS UP TO SKF

Back of every SKAYEF or Hess-Bright Anti-Friction device is the world-wide organization of SKF Anti-Friction Specialists. SKF mines provide the special ores. Its own laboratories pursue their research work from a WORLD point of view. Its own factories, at home and abroad, produce to a single high standard of quality.

These things are behind you when you specify SKF-made SKAYEF or Hess-Bright Anti-Friction Equipment.

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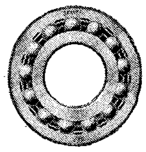
165 Broadway New York City



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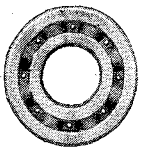

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Deep-Groove
Ball-Bearing

SKF

"Puts the right bearing in the right place"

BALL AND ROLLER BEARINGS

PERSONAL GLIMPSES

Continued

it. He can pick his oranges and grapefruit, big luscious specimens, in his back yard. If the lot next door, which he owns, isn't wanted by a trader, he can turn it into a garden, and pick what he needs the year round.

The tin-can tourist, despised in many sections, has been a big factor in building up Florida. At Miami, recently, a man, wearing his touring garments, went into a real-estate establishment to ask about certain lots. He had to stand around quite a bit before a dapper salesman would wait on him. He bought four lots. Then the question of pay bobbed up.

"Come with me," said the tourist, and they motored to a tourist camp. From a hiding place in the Ford car, the tourist dug out $54,000 and paid cash.

This may sound and seem absurd, and it is, yet the story is vouched for by a State official who is not in the real estate business.

The tremendous increase in freight traffic as reported by railroads entering Florida would seem to bear out the statement of unusual building activity. At Miami on the East coast and St. Petersburg and Sarasota on the West coast particularly, there is wild activity, in home and hotel building. Miami expects to have a population of half a million in a few years.

There has been nothing like it in the history of the country, and while the more conservative business man who hasn't been bitten by the Florida spirit secretly declares they may expect a crash, he does not think so after getting his feet on Florida soil. Quite a number of Eastern people who came here in the party piloted by President S. Davies Warfield, of the Seaboard Air Line Railway, bought lots on which they expect to realize a substantial profit.

Payments are small and easy. That catches the little fellow. He may know a man in the real estate business, so he takes the man's word, and he doesn't bother his brain with location. He seems to think it is a case of throwing a hook anywhere in the water and bringing up a fish. Miami unquestionably is destined to become a great city. Palm Beach is for the élite, the blue bloods with millions. Miami draws all sorts. Palm Beach proper does not want the crowds—and it doesn't get them for obvious reasons.

Even when it comes to ocean bathing Palm Beach is different. One-piece bathing suits for women are barred. They must wear stockings, but not white or flesh-colored stockings. There is a great difference between the costumes at Palm Beach and Ocean View and Virginia Beach.

Yet when all is said and done, believes the Virginia man, bathing at the Virginia resorts is more delightful, more stimulating. It is the same with golf. The old fellows like it down on the Palm Beach links, yet a man feels fresher after 18 holes near Norfolk in midsummer than after half as many holes at Palm Beach in midwinter. The only real difference between Virginia and Florida is at the nineteenth hole, and the nineteenth here is a friend indeed. Also, observes the writer:

Florida to-day is getting more advertising than any other State in the countr and more than half of them at that. It the advertising by word of mouth, sprea by the banker and the tin-can tourist, wh have been imprest by the climate and th land-gambling fever. And it is a mistak to assume that most of the people comin here every winter are rich. Many of the hope to be, but they are not. There something pathetic always about the o man who comes here for his health, escape the rigid cold at home, hopin like Ponce de Leon, to extend his allotte time on earth. There are indication too, that the climate puts new life in hi Certainly, it warms his heart and lif his spirit.

It would be a mistake, of course, f Florida to tell the world to come. Mu depends upon the individual, the oppo tunity. While there are a multitude stories about the man who has bought an reaped a profit, not much is heard abou the man who has bought, who is holdin on, who is pinched, perhaps, by paymen and taxes, but who still hopes to clean u in the end.

This gambling spirit gets in the blood-there is no doubt about that. Som people, natives, fear that they have let th opportunity slip by, that they ought t have gone in the market, one, two, thre years ago. Some are like the man wh quit the government Patent Office sixt years ago because he imagined the worl had reached the top mark and that ther would be nothing else to patent. If man wants to get into this land-sellin business, the best and only thing to do is t come here and look around. Then he ca buy, or go home without buying, with hi eyes wide open. The spirit, the wil stories of fabulous profits may sweep hi off his feet, but he must see for himself an not take the other fellow's word for it.

They will tell you down here that th summers are not oppressive, that ther are no mosquitoes, no malaria. It may b difficult to believe, yet the railroads las summer handled thousands of pecple int Florida. Certainly there are attractiv places on the lakes and on the ocean wher life in August would not seem bad. Th towns and cities, with magnificent home occupied the year round in the central par of the State, ought to knock out for al time the belief that Florida is worth whil only in winter. The remarkable develop ment in recent years would not have bee possible on the basis of a four months residence.

Turn him loose on the subject of climat and opportunities, the Floridian neve knows when to stop. He can weave romantic tale that is apt to catch and hol the fancy of the newcomer and fascinat him with the possibilities. In this connection one is reminded of the story of th Floridian at Washington who turned th Washington man upside down with storie of how cities were springing up over night. They talked as they walked and suddenly the Floridian lifted his eyes at the Washington Monument.

"And what is that?" he asked.

Looking at it with apparent surprise, and trying to meet his friend on half-way ground, the Washington man replied.

"Why, I don't know. It wasn't there last night."

And so in a few years one may expect to see cities blooming and booming on the spots in Florida now barren, but plotted. But if you figure on jumping into the land speculation business, the best thing to do is to come here and look around before you jump.

How three marks *now* reveal *the hidden quality of watch cases*

Wadsworth
GOLD-FILLED
CROSS-SECTION
SHOWING
PART OF A
GOLD-FILLED
WATCH CASE
Wadsworth
GOLD FILLED

YOU HAVE always had implicit confidence in the two marks — "Solid Gold" and "Sterling" silver, because these two standards of quality have long been protected by U. S. laws.

And now, in a watch case, you can place the same confidence in the mark "Gold Filled." For in order to protect the public against inferior quality, the U. S. Federal Trade Commission recently approved a definite standard for gold filled watch cases.

When, therefore, you buy a watch with the words "Wadsworth Gold Filled" stamped in the case, the hidden quality of the case lies revealed before you. Every case so stamped meets fully the standards approved by the Federal Trade Commission.

You can trust absolutely the marks "Wadsworth Gold Filled," "Wadsworth Solid Gold," or "Wadsworth Sterling." For the name Wadsworth appears only in watch cases which conform to these three standards of quality approved by the government.

And the name Wadsworth in the case further assures you of correct design and of that exactness of fit so essential to the protection of the timekeeping mechanism. For more than thirty-five years Wadsworth Cases have been chosen to dress and protect the movements of leading manufacturers and importers.

Thus the movement your jeweler will recommend may already be dressed in a Wadsworth Case. But for your better protection, ask to see the mark of Wadsworth before you make your purchase.

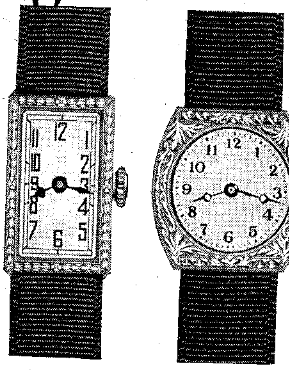
EVERY "Wadsworth Gold Filled" watch case is made by welding together two surfaces of solid gold with a layer of stronger metal between. The fineness and thickness of gold used fully meets the standard of quality recently approved by the U. S. Federal Trade Commission.

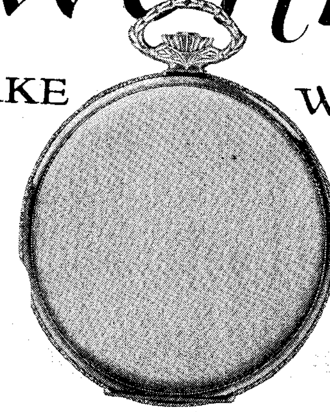
The result is a watch case of moderate price, gold inside and out, but stronger and stiffer than a *thin* solid gold case of equal price.

When you buy a watch, therefore, be sure that the mark "Wadsworth Gold Filled" is stamped in the case. You can trust this mark as implicitly as you would the mark "Wadsworth Solid Gold" or "Wadsworth Sterling." For the name Wadsworth appears only in watch cases which conform to these three standards of quality approved by the government.

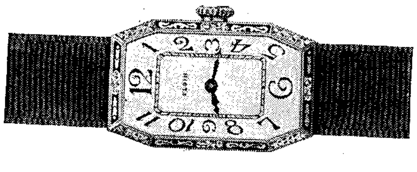
Wadsworth Cases

MAKE WATCHES BEAUTIFUL





THE WADSWORTH WATCH CASE CO., DAYTON, KY.
Suburb of Cincinnati, Ohio
Case makers for the leading watch movements



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INCORPORATE in your building all those things which stand for satisfaction lasting through the years. Hospitable entrances. Sturdy, well-formed doors. Well-proportioned windows, thoughtfully placed and plentiful to be sure.

And locks and hardware of solid brass or bronze! At the very beginning, provide for hardware which will contribute to your convenience and security as long as the house stands. Handles and knobs that are beautiful, harmonious, faultless in operation. Lock sets that give unfailing protection. Adequate, uncomplaining hinges. These bear the Sargent name.

With your architect choose the Sargent Hardware which is most suitable for your new home. Write for "The Colonial Book." It shows many desirable designs. It is free.

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SARGENT
Locks & Hardware

PERSONAL GLIMPSES
Continued

AMERICAN "UNREST" AS SEEN BY A FRENCH CRITIC

"LE MALAISE aux Etats Unis"—the Unrest in the United States—particularly interests a Frenchman, of literary standing both in this country and in France, who has lately published, in Paris, a new American study called "La Pensée Americaine: Autour d'Emerson." Contrary to the belief of most Europeans, and especially the French, America has not come unharmed out of the World War, announces the critic, Prof. Régis Michaud, at present Professor of French at the University at California. A kind of spiritual change, he says, has come over the nation. It feels no longer "the boundless optimism of the past." Frederick O'Brien, who reviews Professor Michaud's book in the current *International Book Review*, calls attention to the fact that a previous study by the French critic has been crowned by the French Academy, and that, unlike numerous other critics of our habits, Professor Michaud has really lived among us and studied his subjects. For these various reasons, says Mr. O'Brien:

> He sees our culture and literature without prejudice and without sentimentality, and his refreshing commentary upon some of our gods of life and letters may make clearer their true aspect without dimming their halos.
>
> "America is in the act of examining her conscience, of reconsidering her values," says Michaud. "The Americans themselves are tired of flattery. They beg us not to exaggerate, not to overrate them—they are not contented with themselves, and we should respect this feeling." For proof of this assertion, Michaud turns to our literature, the best of which he finds to be clearly Freudian in character. The pictures of life presented by Mrs. Wharton, Edgar Lee Masters, Robert Frost, Sinclair Lewis are an outcome of and a revolt against a national repression of instincts, a crushing of the individual spirit by the overwhelming and deadening spirit of the mass.
>
> Michaud, now Professor of French at the University of California, is an able controversialist. A wide cultural background, a familiarity with the literature and the philosophical thought of Europe as well as of America, bring him into the field well armed. He sums up, compares, prophesies, deplores, denounces and encourages with energy. He shows sufficient admiration for the greatness of America and many of her writers to balance the sharp comments of his final chapter.
>
> The question that most concerns Michaud, as it did Emerson, is that of the destiny of the individual. And closely allied to this destiny is that of the nation's creative power in literature and art. Michaud points out that the United States is not going through its first crisis of pessimism, and he proceeds to show how, because of his inability to solve the problems that confronted him, and his failure to reconcile the ideal and the actual life, Emerson cloistered himself at Concord after brief years of contact with the world of action; how Thoreau withdrew to

Walden Pond rather than take his part in the political and social mêlée; how Whitman, after wishing "to embrace the world in his arms" . . . ended, half-paralyzed, in a sordid room in Camden, New Jersey, scoffed at by the Puritans. Edgar Allan Poe, Nathaniel Hawthorne, Margaret Fuller, Henry James, all of these knew the melancholy of souls opprest by puritanism. Mark Twain soon capitulated to the dominating spirit of money-seeking. Jack London, like his own Martin Eden, knew "the suffering inflicted upon the artist by victorious democracy." Upton Sinclair has abandoned art to become a militant reformer. Henry Adams sought refuge from the present, the age of the dynamo, in the religious thought and the artistic splendor of medieval France.

The recent symposium, "Civilization in the United States," by thirty American writers and critics, deeply imprest this French critic. He draws frequently upon their statements for reference, but only as these statements confirm his first-hand impression. He says that art and literature must languish or be non-existent under a régime in which money rules and the individual is subordinated to the mediocrity of the crowd. "The pioneer and the puritan to-day force their narrow discipline and their no less narrow ideal upon a hundred million human beings. The result is that America is the only country in the world that has hardly any folk-lore or music, artistic style or thought. . . . Practical and puritan America bristles with institutions . . . she has no artistic or literary school." This criticism is sweeping, and yet America, which considers itself the land of individualism, "ill endures originality." In the United States "one must do one's duty as a good citizen, marry, show preferences, praise, promote the interest and the honor of the community in which one lives. An entire form of advertising has been specially invented for this purpose," and Michaud maintains that religions of various kinds have arisen for the sole purpose of increasing, through the teaching of unthinking optimism, the material welfare of their adherents.

The revenge of the individual takes the form of indulgence in strange cults, in unthinking acceptance of pseudo-mystic teachings from exotic sources, in a love of the lurid and sensational, and even in crime and vice. Among the young intellectuals of to-day, rebellion means the utter repudiation of the traditional leaders and beliefs. From the literary past they save only Edgar Allan Poe, Whitman and Thoreau, while deploring their martyrdom. Neither Emerson nor Mark Twain, Henry James, nor Howells finds grace in their eyes. "And yet," Michaud writes, "in spite of the crisis of 'radicalism' the great figure of Emerson continues to dominate the intellectual horizon of America." After his initial chapters, which have to do with Emerson directly, the author turns to various writers who have been associated with the thought of the foremost American philosopher, among them William and Henry James, William Vaughn Moody, Margaret Fuller, Henry Thoreau, and Henry Adams.

Michaud is far from being entirely pessimistic. He speaks warmly of the achievements, the energy, enthusiasm and generosity of the American people; he notes their ceaseless desire to develop culturally through lavishing money and time upon art galleries, orchestras, opera companies, educational institutions. He appreciates the fact that there abound in the United States practical problems which divert the attention

A dentist would have told him
She neglected her gums
Vain regrets won't restore lost beauty
He found out—too late

Prevent tooth decay below the gum-line

As the soil nourishes the tree roots, the gums nourish the teeth. And as the tree decays if you bare the roots, so do the teeth decay when gum shrinkage starts in.

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More than a tooth paste—it checks Pyorrhea

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There's no way to get around it. Dental statistics show that four out of every five over 40—and thousands younger, too—are victims of Pyorrhea. Do you want to avoid this disease?

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Children like milk this way

Children like the novelty of drinking milk through a straw. And, of course, it's more healthful. Straws prevent gulping, thereby aiding digestion.

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PERSONAL GLIMPSES
Continued

of the nation from the development of the arts to material purposes, and he believes that America will find a solution for her problems. "America is vast and she has time ahead of her."

When and by what means the desired ends are to be attained, Michaud does not say, but he suggests that America and France have much to give each other, and he expresses the desire that the friendship which binds the two countries will increase in sincerity and helpfulness, so that each may strive to supplement what the other lacks. "Why not seek in common the solution of our mutual problems, in the spirit of an old friendship, freed at last from all sentimentality, from all flattery, and turned definitely toward a new future?"

COLLEGE SLANG A LANGUAGE ALL ITS OWN

MYSTIC phrases, everlastingly remarkable expressions, lingual short-cuts that allow the initiated to make words do the work of sentences—these are some characteristics of English as it is spoken by the undergraduates of our universities. The college language may differ, as between certain broadly defined localities, and even between neighboring colleges, and yet there seems to be a remarkable resemblance in this undergraduate argot, whether it is spoken 'way Down East or on the Pacific slope. This "slanguage," asserts Fredson Bowers, editor of the Brown University daily newspaper, has made "modern campus conversation like a foreign tongue even to the graduate of a few years ago, and entirely unintelligible to the outside public that has had nothing to do with college boys." The college editor's article continues, as summarized by the Providence *Journal* and the Brooklyn *Eagle:*

Just as business men talk of "bears" and "bulls," "par" and "gross profits" to their mystified wives whose own conversation about "voile," "bias" and other technicalities of dress is equally unintelligible to their equally bored husbands, so slang and many idioms have grown up among college students, applied to the craft of studying, which is their business. An equal, if not a greater amount, has also come into use being due to the peculiarly different life they lead from other people in the world at large.

Truly strange and varied is the vernacular arising around the process of college education. Classes are "cut" when they are not attended. An easy course of study which does not entail much work is designated a "snap."

Courses in economics are called "ec" or "eccie," and those in English literature are invariably shortened to "lit." A "flunk" is a man who has failed to pass an examination, and a "grind" is a student who does nothing whatsoever but study and has no thought for anything else. The class just before lunch is feelingly and often profanely spoken of as the "starvation hour," and the president of the college is often known as "the prex" or "prexy."

A term which has puzzled most laymen

The transfer of another clubman is here recorded

Some smokers appear to have begun their pipe-smoking with Edgeworth and have stuck to it ever since.

Others, of more adventurous or more inquiring nature, have evidently started out to "try 'em all" before signing up with any one brand.

Mr. Schroeder's enthusiasm for his final favorite is evidently based on a pretty broad knowledge of the field.

Read his letter:

Messrs. Larus & Bro. Co.,
21st & Main Sts.,
Richmond, Virginia.
Gentlemen:

I have been reading with a great deal of interest the advertising you have been running in the Saturday Evening Post, particularly the issue in which the letter from Mr. K. F. Chapman stated that he was a member of the "Tried-'em-All Club."

It may be of interest to you to know that I was a member of this same club up to about four years ago, when I resigned and joined the "Edgeworth Club." I don't mind telling you that I was employed in one of the largest tobacco companies in the country for about twelve years, and my loyalty to this company compelled me to smoke the brands of pipe tobacco which they manufactured; but try as I would, I could not become a steady pipe smoker. After I left this company several years ago, I tried Edgeworth Ready-Rubbed Tobacco, and I have been smoking it ever since.

Now, I have a life membership in the "Edgeworth Club" and take it from me, it is "some club."

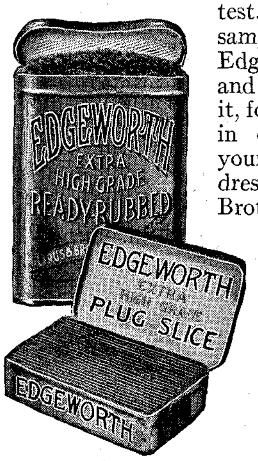
Respectfully yours,
E. A. Schroeder.

Let us send you free samples of Edgeworth so that you may put it to the pipe test. If you like the samples, you'll like Edgeworth wherever and whenever you buy it, for it never changes in quality. Write your name and address to Larus & Brother Company, 2 C South 21st Street, Richmond, Va.

Edgeworth is sold in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in handsome humidors holding a pound, and also in several handy in-between sizes.

We'll be grateful for the name and address of your tobacco dealer, too, if you care to add them.

To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Edgeworth Ready-Rubbed for the same price you would pay the jobber.


EDGEWORTH EXTRA HIGH GRADE READY-RUBBED
EDGEWORTH EXTRA HIGH GRADE PLUG SLICE
EDGEWORTH

who have never lived in a modern college atmosphere is "wet." Now the term "wet" is employed to designate all sorts of things, and covers many meanings. If a man dresses in some peculiar way which other college men think is ridiculous and shows some certain mental deficiency on his part, he is "wet."

A loud-mouthed braggart is "wet" as well as an overdressed man who fails to carry it off and is manifestly not what he is trying to be.

Being "wet" implies the lack of a sense of humor and proportion, the absence of a sense of sophistication and good breeding.

Another popular term is "dumb." A girl is "dumb" if she can not talk interestingly and at her ease; she is also "dumb" if she is unaware of many of the obvious facts of life.

College dances are often called "drags," and taking a girl to one of them is "dragging," a term which assumes new force when considered by an outside spectator of an average college dance. A girl is almost universally called a "woman," or in humorous disrespect, a "bimbo." If a man goes around continually with a particular girl, she is known as "the wife."

Occasionally the college man goes out to see some girl he has never met before. This is a "blind date," and many are the poignant memories thereof! "Petting" now exists only in the college novels, the more forceful, if more obscure, "necking" having taken its place to describe amorous adventures. "A party" can either be applied in description of a girl who "necks" or of the actual "necking."

"Smooth" is more being well-dressed in an unconscious, inconspicuous manner; "doggy" being well-dressed somewhat consciously and slightly conspicuously. If a man is called "Joe Brooks" he is the acme of perfection in dress. This comes from the popularity of a well known sartorial authority. "Joe Zilsch" corresponds to "John Doe" in the college world, and is used indiscriminately to designate any one, usually with a humorous intention. The word "Joe" comes from "Joe Brooks" and "Zilsch" seems to have been coined at first as an imaginary instrument in an orchestra vaguely resembling the big bass horn.

To put some of these expressions into actual use, a possible conversation between two college men might run as follows:

"Why, hello Jim, you're looking pretty smooth to-night. Where'd you get the doggy scarf? Old Joe Brooks himself, aren't you. You must be dragging a woman to the dance."

"Yes, worse luck. The wife's away and I got played for fish by some bim. Wait until to-morrow and listen to the beating I'll get from the boys after they see her. Sleigh-bells for me, all right. You going?"

"No, got a blind date on to-night. All I've got's her name. Do you know her?"

"Sure, used to play around with her last year. She's a pretty good party. That wet smack Davis plays her pretty steady."

"Well, so long, got to get back early and bone some ec. I flunked the last quiz, and if I don't start grinding for the finals, I'm going to be out of luck."

That is a fair example of a probable conversation, a bit concentrated perhaps, between two young college men in certain localities, in the year 1925. But college slang changes so rapidly and varies so much in different colleges that all this may be completely outmoded in a year or so.

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But how about the pipes in your house? Do they contaminate the water with iron rust and corroded particles of pipe? Do they fail after a few years service entailing the annoyance and expense of repairs?

Anaconda Brass Pipe *cannot* rust or clog with rust deposits. Year in and year out it delivers a full flow of water as pure as its source from every faucet in the house.

Yet, installed in the average $15,000 house, this protection to the health and comfort of your family costs only about $75 more than corrodible pipe.

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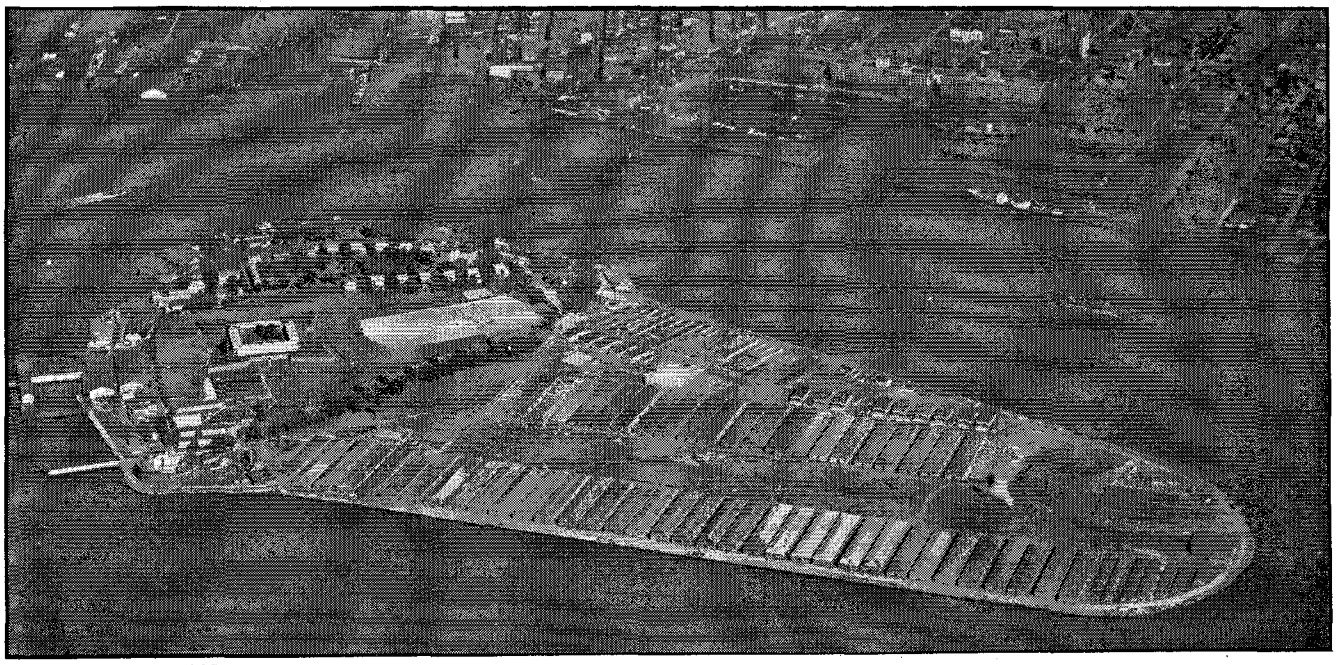
MOTORING·AND·AVIATION



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AN IDEAL PLACE FOR A "GRAND CENTRAL STATION" OF THE AIR

Governor's Island, right off the tip of Manhattan Island, would give New York air facilities surpassing anything of the sort abroad. The Island at present is occupied chiefly by military barracks of little value.

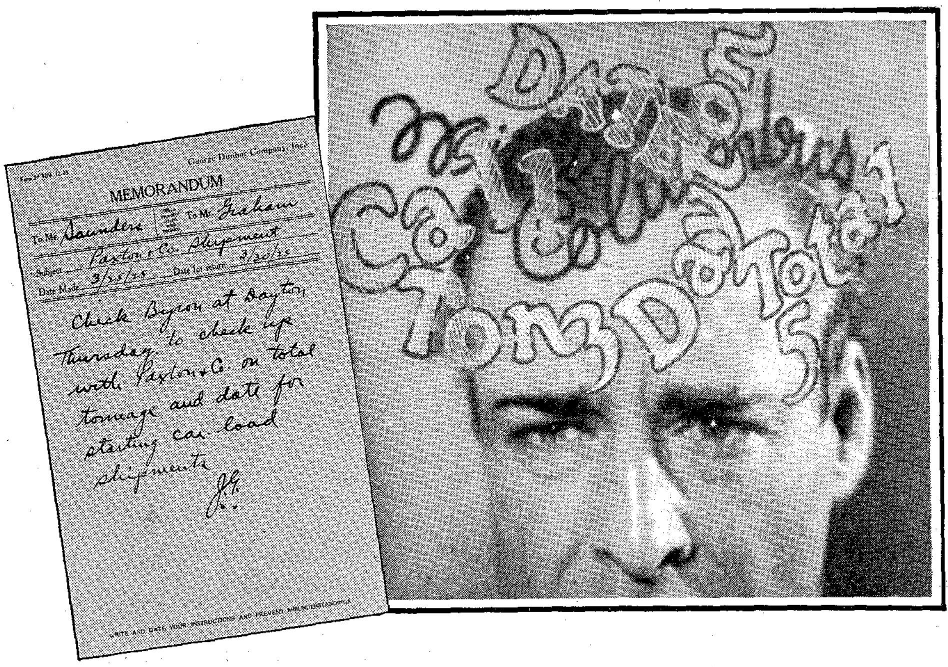
NEW YORK OUT FOR A HUGE AIR-PORT

EUROPE HAS GREAT commercial air-ports. The United States has none. But now, a great metropolitan aerial terminal in the heart of New York City, a place where both land and water flying craft may arrive and depart on schedule and in safety, is promised, reports the New York *Times*, through the activities of the Merchants' Association of New York. The organization's aviation committee has been working on the project for years, and it is now ready, we are told, to submit a detailed plan for a port of the kind required by a city of New York's size and importance. If the plan goes through, the metropolis's facilities will exceed those of Paris London or Berlin, for in all these European cities the air terminal is some distance from the center of population and requires time and trouble to reach. As the *Times* writer points out, in a general consideration of the matter:

> The recent Congressional investigation of civil aviation and its needs developed the fact that a New York flying-terminal was of the utmost importance to national aeronautics. Witnesses testified that New York was the key city of a nation-wide system of airways. Its present lack of facilities was compared to the thriving aerial centers of Europe.
>
> Croydon, the London air-port, has been enlarged several times within five years. Machines fly back and forth between Croydon and all the important centers of Europe. Thousands of passengers and hundreds of tons of freight and parcel express are transported every month. Le Bourget, the Paris airdrome, is doubling its business annually. It is not only an important transportation center, but is chief among the units for defense established by Paris since the war. Tempelhof, the Berlin terminal, has wrought an amazing development in the commercial aviation of Central Europe.
>
> The facts warranting immediate action in acquiring a New York air-port have been collected by the members of the Merchants' Association's Aviation Committee, which represents the financial and commercial interests of the city, the transportation and the shipping companies, the bankers and the merchants and the aeronautical industry.
>
> They have conducted a long investigation of aviation in Europe, where airplanes may be seen flying day and night over those cities which have adequate air-ports. They say that New York would soon have more flying than any other city if it could accommodate aircraft. Part of their investigation has followed the progress of commercial aviation, and they believe that further delay in obtaining a terminal will retard all aviation here.
>
> The experts on the committee have accumulated volumes of data concerning the manner in which the foreign fields are operated. Weather data, wireless facilities, repair depots and devices for safeguarding the flyers and the people on the ground have been subjected to careful scrutiny as well as the handicaps at the European terminals. Landing at Croydon, for instance, aerial passengers must travel an hour or more before arriving at their destinations in the city. With this information before them the members of the committee have been equipped to decide the best location for a New York air-port. A score of sites have been considered.

Thus far, according to the investigators, the ideal location seems to be Governors Island, but there are certain obstacles which must first be overcome before the island can be made available. *The Times* reports that·

> The committee chose the island after its preliminary survey a year ago. It went to Washington and asked the War Department to turn back the property which it had secured from the people of this State. The records show that the island was ceded to the Government in 1800 "for the purpose of defending the City of New York." For generations, however, the island has been used simply as the headquarters for the Army. It has not been employed for defensive purposes.
>
> The present buildings are either temporary in structure or they are from 80 to 100 years old, and therefore in need of renovation. The New Yorkers pointed out to the Government that it could as well establish an Army headquarters somewhere else and at considerably less expense. They also tried to convince the Army officers that more than 100 acres of built-up land at the southerly end of the island properly belongs to the city because it is composed of silt and rock taken from the East River tunnel operations in 1901. The two landmarks, Castle William and Fort Jay, could be preserved just as well with the transformation of the rest of the island into an air-port.
>
> The Merchants' Association might have won its case months ago had it not been for the opposition of Gen. Robert Lee



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To Mr. Saunders To Mr. Graham

Subject Paxton & Co. Shipment

Date Made 3/25/25 Date for return 3/30/25

Check Byron at Dayton Thursday to check up with Paxton & Co. on total tonnage and date for starting car load shipments

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What did You Say Three Weeks Ago Today?

Not *"What do you think you said?"*—But *"What did you say?"*

An unfair question—for if your memory were infallible you'd be calling Mr. Addison Sims of Seattle (or was it Tacoma?—) by his right name and teaching others how to do it. And there's the point—you can't trust the ordinary memory any farther than you can see it.

That is one important service of printed forms to business—they enable you to see what happened last year or last week or yesterday afternoon; they afford an accurate check-up on every transaction; they remove "I guess" from the business vocabulary.

Letterheads, shipping tickets, invoices, time slips, requisitions, memo sheets—printed forms of one sort or another—are important parts of every business. And of equal importance is the paper on which they are printed. The paper must be strong. Hammermill Bond is strong; it does not tear easily, and will stand constant handling.

A variety of colors is essential to insure instant identification and to minimize mistakes. Hammermill Bond comes in twelve standard colors and white.

The paper must be surfaced properly for every job. Hammermill Bond offers a suitable surface for pencil, pen, typewriter, carbon sheets and printers' ink.

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Hammermill Bond combines so many excellent qualities and is so economical in price, that it is an advantage to use it as a standard paper for all your printed forms and letterheads.

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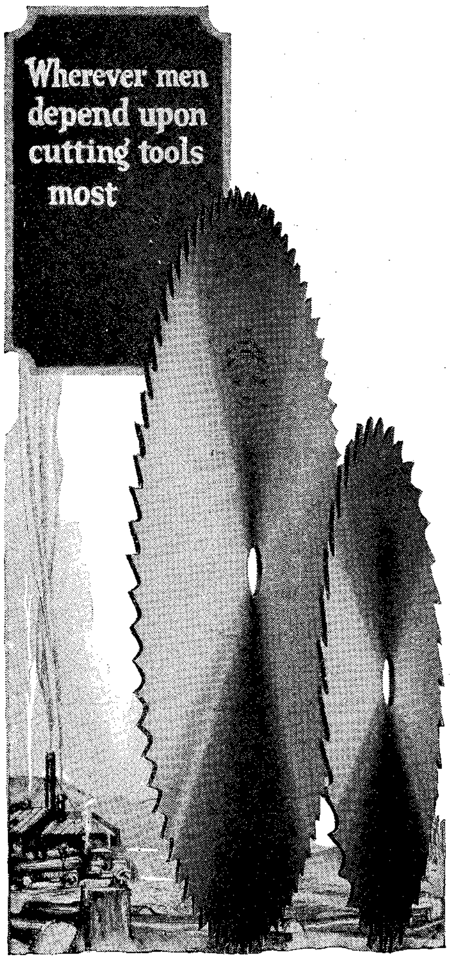
WHEN you specify SIMONDS in ordering a solid tooth circular saw, or any other style of saw, you can be certain that its quality is protected not only by Simonds near-century of experience in making the finest cutting edges of tempered steel, but that constant laboratory tests and development work assure you that your selection represents the very last word in cutting tool manufacture. No matter what your cutting problem may be, put it up to Simonds, either through your supply house or dealer or direct.



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MOTORING AND AVIATION

Continued

Bullard, who believed that Governors Island should remain an Army post. He was supported by the opinion of others that fogs hanging low over the harbor would preclude the possibility of practicable flying at Governors Island. Advocates of the plan answer that nowhere in the vicinity of New York is there a better site, fog or no fog.

They said they had looked over all the vacant land in the five boroughs. The Jersey meadows had been considered. Several plots north of the Harlem River had been found available, but each one offered sufficient objections to warrant returning to the original and ideal site.

They took the mail and Army air services as examples in stating the main requisites of a flying terminus. To-day the mail flying in from Chicago must cross the city to Mineola. Army flyers from Mitchel Field have difficulty getting past the city if their engines develop trouble. Nearly all of the accidents in the vicinity of New York have been due to the lack of proper landing facilities.

Several aerial transportation companies, it is pointed out, have been organized to operate out of New York, only to be put out of business at the end of a season or two. Among other handicaps:

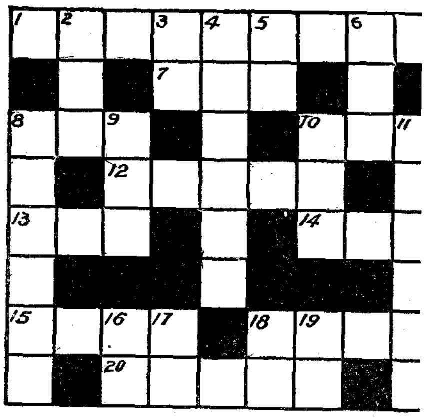
They had to maintain repair depots miles away from the scene of operations. Their machines had to come down in the Hudson at Eighty-first Street or at a private dock at Thirty-first Street and the East River. In taking off they were in constant danger of crashing against buildings or shipping.

Land planes have not been able to operate from points less than an hour out of New York. Of all the numerous projects for transporting passengers, mail and express by the quickest methods yet devised, none has succeeded because of the long transfer in and out of the city. The airplane operators say that the business is here, ready and waiting for terminal facilities.

The danger from fogs is not so great here as in Europe. Yet foreign air lines are developing. The principal danger from fog would be while flying over the city proper. To-day all planes must negotiate vast, inhospitable stretches over Manhattan, Brooklyn and Queens. With Governors Island as their objective, pilots could bring their machines to earth without a chance of forced landing in the streets.

The mails must be taken by truck from the General Post-Office to Curtiss Field at Mineola, Long Island, and incoming mails must be trucked into Manhattan through the heavy traffic. This delays delivery and affords an opportunity for much criticism. While the mail service has sent its pilots over the city on the daylight route, it does not dare undertake the night service until another terminal is found. Accordingly, when the New York-Chicago night route goes into operation in April, the planes will land near New Brunswick, New Jersey, and the mails will come into New York by train. This delay will handicap everybody who employs the air mail.

The principal excuse under which the Army has so long held control of Governors Island is that in case of a riot troops could be sent to the financial section within



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1—Only Safety Razor with stropping device.
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8—To place.
10—Insures entire satisfaction (Abbr.)
12—Free from stain, spotless.
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14—Neither.
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VERTICAL
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3—Upon.
4—Security.
5—The Best (Abbr.)
6—Unit.
8—Daily pleasure for m
when right razor is us
9—This cleans easily (Abb
10—Tavern.
11—Sharpens (as a ra
blade)
16—Safety Razor (Abbr.)
17—Abbreviation for each.
18—In that manner or degr
19—Initials of famous pre
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Send solved puzzle, together with 25 cents, A. S. R. Co., 654 First Avenue, New York Cit and receive as an introductory offer a handson utility knife—retail value 50 cents.

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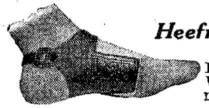

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twelve minutes. That reason might have existed, it is explained, years ago when the city did not have its present large reserves of police which are competent to cope with any kind of a riot.

According to the aviation men on the Merchants' Association committee, less than $20,000 would be required to make the island available for the present needs of civilian flying craft. As aviation developed, the facilities could be expanded. Mooring-masts for dirigibles located on the island would accommodate traffic coming from all directions. And passengers could reach Manhattan in a few minutes, as quickly as troops can now be rushed into the financial district.

One of the great problems confronting present owners of aircraft is that on arriving in New York they have no place to park their machines. Approximately fifty private citizens—bankers, lawyers, business men and sportsmen own their own planes (or have owned them). They were purchased as a means of commuting between this city and homes in the country. Now a machine, if it is a flying-boat, must either be flown away immediately or left moored out in the river at the mercy of the weather. If it is a land plane, its owner must leave it at a distance and spend an hour on a train before reaching New York. The chief criticism of European air travel is that one saves time in the air but loses so much time on the ground going to and from the terminals that the advantage of great speed is greatly lessened. The same applies to New York with its fast trains, for air lines can not compete with them unless they have equal advantages in a centrally located terminal.

WHAT'S GOING TO HAPPEN TO THE OPEN CAR?

WITH closed cars selling for the same price as open cars on the price lists of a number of automobile manufacturers, the industry, remarks a motoring expert, is presented with a new and interesting problem. "If a closed car is preferable to an open car, then why," asks William Ullman in the Washington *Star*, "should it not bring more than an open car?" He surmises that this feature of the subject of prices has something to do with the reluctance of many other manufacturers to follow the leaders in closed-car price reduction. It was anticipated, he says, that most makers would be forced to meet the equal-price arrangement. In the meantime, what will be the effect of the cut in closed cars on touring cars and touring-car prices? In the writer's view:

> The whole problem is so new that there is no clear understanding in the industry itself as to what the outcome will be. Some believe that the situation will adjust itself. Others say that within a very few months the public will have settled the whole matter for the industry, and settled it in a most unexpected way.
>
> It has been stated, for instance, that by next fall there will be just as wide a differerence between open and closed-car prices as there was a year ago, with the exception of the sport roadster type of car, which may be more costly than closed cars mounted on the same chassis.
>
> The prediction refers specifically to touring cars, or phaetons, and practical types of closed models, such as business sedans,

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Millions have turned to this new method. For it supplies absolute protection in the simplest manner known.

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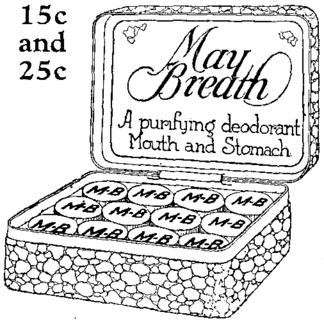
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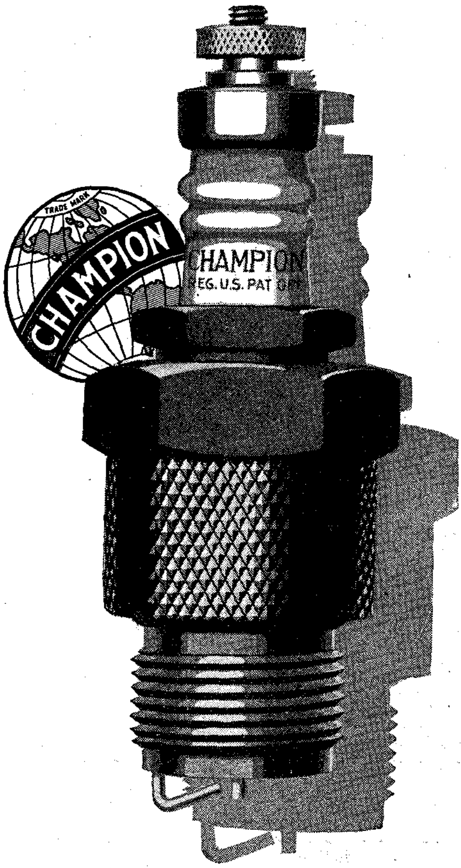

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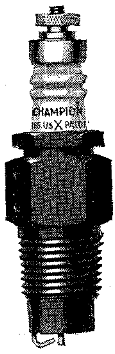

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MOTORING AND AVIATION
Continued

coaches and other such models that are built on a quantity basis. The fact that the public demanded closed cars and was willing to pay more for them for several years before the present low prices reveals a decided preference for the closed type. The question now is whether the public will be willing to pay the price of a closed car in order to have an open one.

According to one automobile man's opinion the question will narrow itself down to a point where the people who buy open cars will do so only out of a clearly defined preference for that type, and will accordingly pay as much, perhaps more, than they would for a closed car. This, however, presupposes a demand for touring cars from a sporting element, but the chances are that any such demand or preference for open cars will be centered on the sport roadster.

Will farmers, summer tourists and the many people who now buy touring cars because they think these cars are easier to take care of than closed jobs be willing to pay as much for open cars as for closed ones? It is gradually dawning upon thousands of motorists that the popular type closed cars are even better suited to general uses than the touring car, but this, like any other public discovery, is generally viewed as a long-time proposition. And what about touring car prices in the meantime?

Will the "open-air" advocates favor makes that have a lower list price for open models? And with the open car gradually becoming a luxury car, will the manufacturers be able to keep production of such models to a point where they can be sold for less than closed cars?

The situation is going to be further complicated by the growing belief on the part of those motorists who do not analyze the situation clearly, that if closed cars are selling for the same as open cars the latter must be overpriced. That this is not true, however, will not make it any easier for the automotive industry. When the public gets a notion it usually isn't willing to change about overnight.

Ever since closed cars first came into existence the industry has been telling the public that it costs more to build this type of car than the open variety. And, as a matter of fact, the per car cost is still higher. But quantity production of closed cars has revised the results.

Where manufacturers are selling their closed cars at the same prices as their open models, it is because increased production and sale of the former has made this possible. If open cars continue to sell for the same price as closed cars, it will not mean that the former are overpriced, but that they do not have the benefit of greater production and wider distribution.

At present there is considerable misunderstanding regarding the sale of open and closed models for the same price. Many motorists consider the luxurious closed car and contend that it can never sell at the price of a conventional touring car, thus missing the point entirely. They should be reminded that regardless of price trends and production methods there will always be cars of both open and closed types that will sell for higher prices than their conventional models, even tho mounted on the same chassis. This point is demonstrated already by a number of makes.

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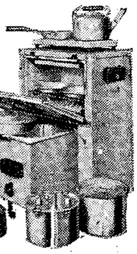

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will, of necessity, bring a higher price. There are, and probably always will be, two grades of closed cars, just as there are conventional open cars and de luxe open cars. The sport roadster is one of the best examples of this. This type of car may very easily develop to a point where it will sell for more than conventional closed cars, even for more than any open cars have ever sold for in the past.

Demand is expected to answer the price question before very long. Next fall is anticipated as the period when time will tell, because the usual seasonable demand for open cars is expected to keep the public buying this type of automobile regardless of price, at least throughout the spring and summer. After that it may be a different story.

The industry is keeping in mind the fact that in popularizing the closed car and in bringing it within the means of the average buyer the market for the open car is being weakened. Fewer people will want open cars, and those who do will want exclusive models and be willing to pay for them. The conventional open car, therefore, in becoming a less popular model, may become a drug on the market. At least it may not be in sufficient demand to enable the factories to pass along to the public the advantages of quantity production on this type.

Meanwhile the motorist is being led to believe that an open car is undesirable. He will think that open cars should be sold for less than popular-priced closed cars, which will be an impossibility if closed cars make up the bulk of factory production.

THE ARMY, THE NAVY, AND THE AIRPLANE

THE long squabble between the Army and the Navy as to the value of the battle-ship and the airplane reached a climax, the other day, with the Army offering to sink any battle-boat the Navy boasts in from two to four minutes, and Congress called in to try to discover what the row is all about. It is a long-standing difficulty which has just come to the surface, reports Robert T. Small, of the Consolidated Press Association, and the truth of the matter is that this controversy has caused more ill-feeling between the two services than at any time in their history. Army and Navy are supposed to cooperate in time of national peril, and apparently, comments Mr. Small:

> In the piping days of peace they are supposed to keep the lamp of combat burning by laying at each other hammer and tongs.
>
> Air officers of the Army claim they are being hampered in their efforts to promote their service and that the real worth of the flying corps is being hidden at the behest of officials of the War Department. Brig.-Gen. Billy Mitchell, of the flying corps, who recently took his case in Woodrow Wilson fashion direct to the people by writing a piece for the magazines, hinted darkly that he has received a "confidential communication" from Secretary of War Weeks, leaving the inference that he has been severely called down for trying modestly to tell some of the exploits of the Army's flying service.
>
> General Mitchell is not what might be called a "bear" on the possibilities of the airplane in hand-to-hand combat with a

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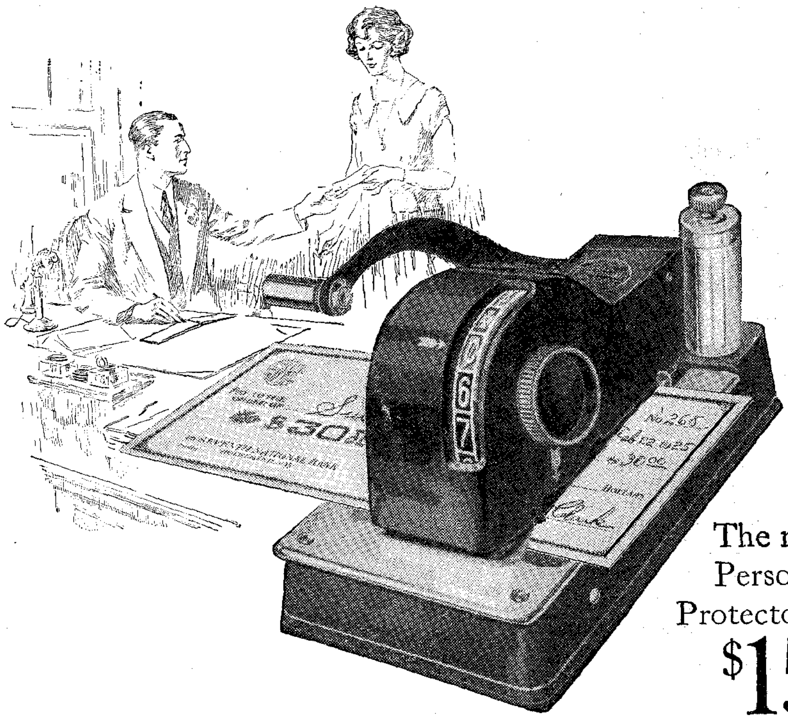

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DAY by day, your bank is exercising all reasonable care to see that your checks bear your true signature and that they read for the amounts you intended. But the methods of the professional crook are often so skillful as to defy immediate detection. The aggregate yearly check-fraud losses of American men and women are estimated by the American Institute of Accountants at one hundred million dollars. It is only good sense to co-operate with your bank in thoroughness—to protect your own checks adequately on the Todd Personal Protectograph.

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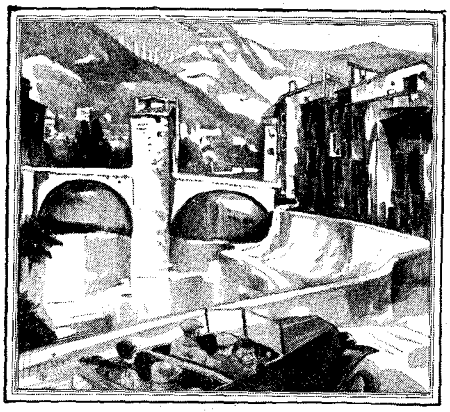

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MOTORING AND AVIATION
Continued

battle-ship. In his "piece" he plainly stated that if the Navy had permitted the airplanes to have their way they could have sunk the ship targets assigned to them "quicker than a wink." But the Navy conductors of the test were constantly calling "halt"; shrieking their sirens for "stop firing" and doing other things calculated to make the Air Service seem a bit slow in sending millions of dollars of steel and iron to Davy Jones's locker.

The Navy, led by Secretary Wilbur, has been denouncing the Army Air Service for making statements out of accord with the facts. That is the polite public way of saying "you're a liar." But in private conversation the members of the two services are using the short and ugly word with a freedom and abandon that would seem to call for early hostilities more serious than mere verbal encounters.

All hope of a "unified" Air Service is out of the question, believes Mr. Small, so long as the Government continues in its present scheme of organization. He observes further:

The Navy is smarting under the attacks of the air officers of the Army. The latter claim that nothing is impossible to the airplane and advise Congress that it is foolish to continue to appropriate for battle-ships when a few airplanes could put the battle-ship entirely out of commission at any time and any place.

The thing that galls the Navy about the loud talk of the Army Air Service is the fact that Navy men claim the grand world flight of Army airplanes, completed some six months ago, would not have been possible except for the assistance rendered by the Navy—assistance not rendered in the air but by vessels floating on the surface of the water. These vessels had to carry fuel to the Army aviators, had to patrol the course and generally "mother" the airplanes as a real mother would nurture a suckling babe.

The emblematic mascot of the Navy is a goat. The Army Air Service has got that goat good and hard.

The world flight cost the Army something less than $200,000, according to reports recently made. The Army's flight cost the Navy something like $300,000, figured in fuel, personnel, and the number of "ship days" used up in caring for the Army planes. In this fact can be seen something of the background of the fine row which is in progress. No one knows where it will stop.

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—*London Punch.*

Going Down.—BORN LONDONER (to London Scot)—"Well, if Aberdeenshire is all you say it is, Mr. MacGregor, why didn't you stay there?"

MR. MACGREGOR—"Because in Aberdeensheer Ah wuz no' conseedered tae be of ordinary eentellect. But Ah've done verra weel doon here."—*London Punch.*

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OVER THE PERILOUS PATH OF THE AIR MAIL

THE transcontinental route of the air mail may not seem so perilous, in view ' the comparatively small number of accients among the flyers that cross the couny every day in all sorts of weather, but, evertheless, reports a newspaper correondent, who lately made the journey, eril is always there. Skilful flyers, suitable nding-field and careful inspectors may duce the danger; but, just to point a moral om his own experience, says the correondent, he might never have lived to rite the record of his single flight but for friendly Nebraska haystack. Accidents ill happen, and they are likely to have ore serious consequences when they hapen up in the sky. As for the accident at nearly turned his own single air-mail perience into a tragedy, the air-riding ewspaper man, Samuel Taylor Moore, ' the New York *World*, explains:

> Two miles west of Fort Crook, Nebraska, e motor of our Army De Haviland plane om Mitchel Field coughed consumptively ad died. We were less than 500 feet bove the inhospitable rolling prairie. ieutenant McDuffie, the pilot, worked antically to resuscitate the motor. It as hopeless. It was futile to jump in our arachutes because of the low altitude. fter a seeming eternity the landing-wheels ounced on the steep incline of a short illy hayfield. We rolled 400 feet at forty iles an hour, the wind behind us, headed r a wire fence, trees—and perdition.
>
> Then the haystack loomed, a heavenent ten-foot mound of straw. McDuffie verved the nose head-on into the stack. Ve ducked. There was a splintering crash, shower of hay, a bounce, a jolt and gasone from the disconnected emergency ink cascaded over the wreckage. Fornately there was no fire. McDuffie and stood up and smiled reassuringly at each ther. The wings were crumpled like ccordions. The elevator rudder was gone. lardly a strut remained. But we were nscathed.
>
> Thus was interrupted what was bean as a transcontinental flight over the irway of the United States Air Mail. hrough the cooperation of the Army ir Service and the Post-office Departent it was possible for the New York Vorld representative to be the first writer obtain permission to fly on mail schedule om Mineola to San Francisco.
>
> In this day of modern miracles the eduction of time in the transportation of ails across the continent by two-thirds as attracted only passing attention. In 876 mail was carried from coast to coast 100 hours by special trains. In fifty ears that schedule was reduced less than en hours. At the present time the rail chedule for transcontinental mail is inety-one hours. Since July 1 last, the ranscontinental schedule by air mail has een thirty-four hours on the Western rip and thirty-three hours on the Eastern rip—and the schedule has been mainained within a few points of perfect.
>
> Behind the simple schedule of reduced ours a romantic chapter of history is being ritten by these pioneers, the heroic pilots f the air mail. Through fog, thundertorms and rain, over treacherous stretches f terrain, buffeted by high winds, alterately flying high over mountain-tops

What cards ~~ should your partner hold?

Your partner deals and bids one No-trump; second hand bids two Clubs; you hold: *Clubs*—7, 4, 2; *Diamonds*—A, 4, 3, 2; *Hearts*—A, K, 2; *Spades*—Q, 4, 2. What cards should your partner hold to justify his original bid of one No-trump? Are you justified in raising to two No-trump—or what should you do with your hand?

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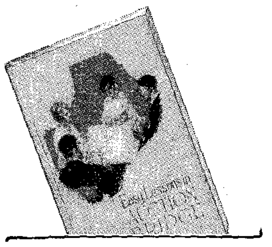

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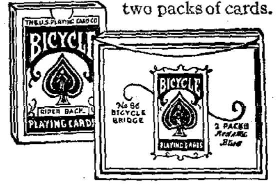

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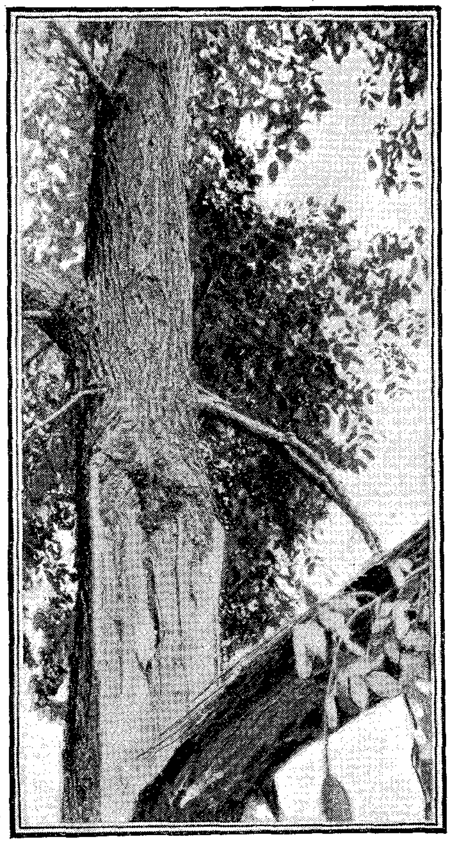

This tree split apart because it had a weak V-shaped crotch

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MOTORING AND AVIATION
Continued

and skimming tree-tops, they are fighting to carry the mail through on schedule.

Since the service was inaugurated, July 1, there have been exactly four days when the weather from coast to coast was clear for the thirty-four-hour period required to make the trip. Every other day of the three-month period the pilot or pilots on some relays of the journey have had bad weather to contend with. The results accomplished are more than the speeding of the mail.

The air mail is demonstrating the practicability and the feasibility of commercial aviation. It is proving the safety, reliability and punctuality of air travel. When Congress provides for Federal regulation of aviation, the airway will be operated by private capital, carrying mail by contract, and probably passengers as well.

Despite the precautions taken in providing emergency landing-fields and expert weather service, however, points out Mr. Moore, the pilot is in reality at the mercy of his motor. Speeding through the darkness overhead—

> A skip in the motor causes the heart to skip in unison. A stalled motor means a forced landing, and emergency landing-fields are not always within gliding distance. It is happily possible to record that mechanical failures are few in the air mail.
>
> The most dangerous stretch of the mail airway lies over the Alleghanies, between Mineola and Cleveland. I talked with several pilots who have flown over all sections of the airway. All agreed that the Alleghanies presented the most treacherous section, invariably blanketed in fogs and with scarcely a landing-place for a stretch of almost 200 miles.
>
> It was our good fortune to have fine flying weather when we took off on the first leg of our journey. Long Island was submerged in a thin blue haze as we sped over green fields and climbed to 2,000 feet. East New York and Long Island City flitted by below and off to the right, Hell Gate Bridge looked exactly like a section of a mechanical toy railroad.
>
> The East River islands with their institutional buildings slipt away and the tall buildings of middle Manhattan loomed through the mist like a mess of crazy chimney-stacks.
>
> The Metropolitan tower poked its nose through the haze, but beyond was hidden in the thin blue vapor. Tugs and barges steamed in both rivers with a tiny white dot the only suggestion of the churning wake of propellers.
>
> Hoboken looked quiet and peaceful. The marshes beyond were dotted with white smoke from many trains rushing commuters to a busy day in the city.
>
> The Orange Mountains flit below without causing us concern, tho an occasional upward current of wind tips our wings right or left. The anthracite region looms ahead, marked by giant culm banks. To the right and left collieries rear their red sides. Long lines of coal-cars puff and cough slowly along.
>
> We are crossing the Alleghanies. There is nothing majestic about a mountain view from the air. Before us stretches a vista of bright green foliage with scarcely a field in view. The foliage looks pockmarked. The sweep across the range

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FUNK & WAGNALLS COMPANY, *Publishers*
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appears as an uneven sea of green combers, treacherous, inhospitable. There is no landing-place.

The pilot listens now to the roar of his motor. Its pounding is with the beat of his heart. A few streams would do for an emergency landing-place, otherwise there is little to hope for. When fogs fill the valleys and hover over the tree-tops, when the countryside is blanketed beneath snow, with high, shrill winds sweeping skyward in crazy cross-currents, this is bad flying country.

The air-mail pilot is without companionship. Minutes can drag fearfully when one is alone in the air. Head-winds press back on the westbound trip. Every flight is a battle.

East of Bellefonte, Pennsylvania, the first stop, limestone quarries, water-filled, replace the black culm hills of the anthracite region. The flyer's log continues:

Scrub foliage flits below. The mountains are diminishing in size. Smoke rising here and there indicates lumbering operations. But here's something different. On a hill-top overlooking the river the smoke comes not from a steam-boiler. It comes from a still. From 500 feet in the air the distilling apparatus looks like a tea-kettle. On the ground is a huge pile of corn awaiting liquefaction. All this is in a glance. It stimulates interest in the journey. I dare say the mail pilots keep this secret.

We are now over the farming country. We watch the busy husbandman at work, wave to the farm boy romping with his dog, study the progress of automobiles along the white stretches of highway, or wave greetings to the train crews leaning from the locomotive cab. The mountain mists have been left behind. The sun is shining brightly now, and the fields spreading away on either side look a giant checker-board of green, gray and brown squares. We avoid flying over cities. They nestle by rivers, a pretty spectacle with streets and parks running at right-angles.

At length the horizon takes on a brighter blue. The drab blur below it becomes a great city with the lake beyond. We circle and shoot between two high smokestacks to make a landing. Breakfast on Long Island, luncheon at Cleveland, four hours and twenty minutes flying time. This is the terminus of the first relay.

Six pilots are employed on this division. One round trip is made every six days. Less than twelve hours of work in a week sounds like the simple life. It is anything but that. The constant nervous strain of that 430 miles flying in all sorts of weather makes the division the least sought after by pilots.

The Cleveland field is shortly to be moved to the south of the city. Equipment is at hand to illuminate the air route eastward from Bryan, Ohio. It will be but the work of a month. The division superintendent is now seeking out emergency landing-fields over the Alleghany route. By next spring the illuminated airway will be extended to the Atlantic coast.

For night flying it may be advisable to detour by way of Buffalo. It will add a few hundred miles to the journey. It is more likely the present route will be maintained. It is also proposed to move the Eastern terminal westward. The project in hand is to discontinue the terminal at Mineola and relocate it probably at Rahway, New Jersey. Metropolitan patrons of the air mail will be served even more efficiently, and the air route will be shortened appreciably.

Two routes are at hand to Chicago. Both

Conquered—at last!

The menace has been long standing—for years a baffling problem of medicine and chemistry—but now..................

IT was *bound* to come—this conquest of infection.

It was inevitable that *infection*, one of the great plagues of the human race, should at last succumb to Science. It was also inevitable that Science would eventually cease to tolerate the yearly toll of deaths by accidental poisoning.

No wonder, then, that medical authorities have acclaimed a discovery that solves both sides of the problem—the discovery of a germicide-antiseptic with extraordinary power to combat disease germs, yet safe even in the home among little children.

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Until recently the average person needing a powerful antiseptic has had available only the poisonous antiseptics. To avoid the dangers of infection it has been necessary to face the dangers of accidental poisoning, especially with children in the house.

Then the World War brought to notice a new and great antiseptic, which saved the lives of hundreds of thousands of desperately wounded men. Our returning soldiers told about it. Most people read about it. But it needed to be made up fresh in the hospitals each day, to avoid the loss of its wonderful strength. No way had been found of giving to the home the Great Antiseptic—powerful and trustworthy.

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Blue=jay

THE QUICK AND GENTLE WAY TO END A CORN

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MOTORING AND AVIATION

Continued

are used. One necessitates flying over the city of Cleveland, invariably roofed with a murky pall of smoke from the foundries. The other lies out over the lake. We choose the latter and head out, well off shore. Cleveland is just a dull blur of smoke and drab buildings. The sun does not penetrate the smoke. Below, a lake ore-ship is entering the harbor inside the breakwater. A dredger is busy beneath us. We speed along, racing with the shadow of our plane beneath. Occasionally a steamer toots its whistle to us. The salute can not be heard above the roar of the motors, but the tiny burst of steam indicates the compliment.

At length sand dunes appear ahead, with the lake beyond. We speed for miles along the sandy beach with a few late vacationists waving greetings. Beyond is another drab blur of smoke. It is a forest of tall chimney-stacks belching forth a smoke pall. Acres of foundries, blast-furnaces and retorts. To the west is a field of giant mushrooms. It is an oil city of hundreds of oil-tanks, large and small, laid out in regular rows, some half flooded with oily water.

We fly over scores of railroad tracks and head for the South of Chicago. Under the canopy of smoky haze the tall buildings of the Loop appear in silhouette against the background of the lake. Below is suburbia. We cross the river and canals. The air suddenly becomes redolent, not pleasantly. We are to the windward of the stock-yards. We fly on. Below suddenly appears our destination, Maywood Field. We glance at our watches. It is 4.30 o'clock.

Breakfast on Long Island, luncheon at Cleveland, dinner at Chicago. Chicago is the terminus of the second relay in the air mail route. There are none of the terrors of the first relay. The pilots fly this route every other day.

At 6.30 o'clock the west-bound mail-plane takes off for Omaha. Eight hours of flying in a cockpit, cramped by reason of extra clothing and parachute harness, is a trifle wearisome, remarks the newspaper man, so he decides to rest overnight in Chicago. However:

Morning finds the sky overcast. McDuffie, expert Army pilot, eyes it warily. He opines that it is probably chiefly smoke. The sun appears to be attempting to struggle through. Bad weather is reported west of Iowa City. We will endeavor to get through to Omaha and try the illuminated airway from some point west of there.

It is 10.30 before we get away, heading west. Clouds are settling lower. The sun only breaks through the clouds for brief seconds. We pass a spacious country club, and a few yards beyond a real aviator's landmark. It is a spacious dwelling with a blue stucco roof. We have looked at thousands of roofs over three large cities and many smaller ones, but there is only one bright blue roof on the transcontinental airway. Cities and towns flit by to the right and left. Under darkened skies they are mere speckled blobs in the monotones of black and white.

Cornfields, pastures and grazing herds are below. It is worthy of note that the cattle and horses over the air route have become accustomed to the roar of the

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airplane motors and the shadow of the plane suddenly swooping in their midst. They graze on contentedly, undisturbed.

Fly ten miles out of course and the farm animals enact a stampede as the strange bird roars overhead. As we cross the Mississippi the clouds become more lowering with threat of rain. We seek a lower altitude. We hope to make Iowa City. Rain is disagreeable in an open airplane. Every drop bites like a bee-sting. Helmet and goggles are only slight protection.

The rain threat becomes more ominous, but it does not materialize. Iowa farmlands, with an occasional town, flit below, winding streams with clumps of willows along the banks, here and there a pile of golden grain. A city by a river looms ahead. It is Iowa City. We land and are greeted by two other Army pilots stranded by bad weather reports. One pilot is flying back to San Antonio from St. Paul. The other is en route from Omaha to Rantoul, Illinois. They are old friends of McDuffie.

The weather expert of the air mail station is surprized we got through. Bad weather is reported in all directions. The eastbound mail plane is eight hours late, forced down by rain and fog. Even while we gossip the rain begins to fall. It settled into a downpour alternating with lighter showers.

At 4 o'clock in the afternoon the eastbound mail plane arrived in a downpour. By skimming the tree-tops the pilot had managed to find his way. A motor failure would have meant a sure crash. Weather reports are worse. The westbound plane can not leave Chicago. The second eastbound plane is reported down at Sydney, Nebraska.

We all settle down for a bad night. Later we learn that it is the worst spell of weather since the air mail was inaugurated, July 1. From Wyoming to Chicago the route is blanketed in fog and rain.

Morning found the rain abated, but thick weather still prevailed. The ceiling was less than 500 feet. Reports from the West were encouraging, however. The air mail weather experts in the East were less optimistic. Shortly before 10 o'clock the eastbound mail pilot hopped off, twenty-six hours late. But the mail would still beat the fastest mail-train by more than thirty hours.

We followed him an hour later, heading West.

Clouds held us down to 400 feet altitude for 100 miles. It was the same old Iowa scenery, the ingredients unchanging, dwelling of white, barn of red, silo and tool-sheds, all framed in an irregular circle of willows. Farmlands in orderly squares stretched away to the horizon on either side. Porkers and lambs shared pasturage with cattle and horses. The weather was closing in worse than before, so it appeared. Despite our low altitude a wet sheet of fog occasionally slapped the exposed parts of our faces and obscured the landscape below.

Spindrift swept between the struts and wires. After an hour in the air the fog lifted, the sun began piercing through. Ten minutes later it was bathing the landscape in its full effulgence. Off to the right is a spectacle from the Arabian Nights. Here in this level landscape of farmlands a city springs as tho by magic. The silhouette of skyscrapers and the concomitant scenery of a metropolis rising from the even prairie and bordered by the usual farming sections hits one between the eyes.

A head-wind arrived with the sun,

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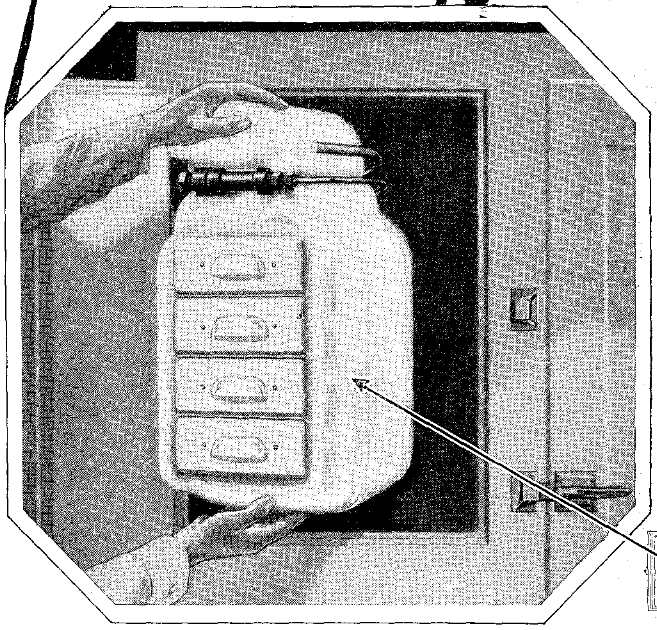

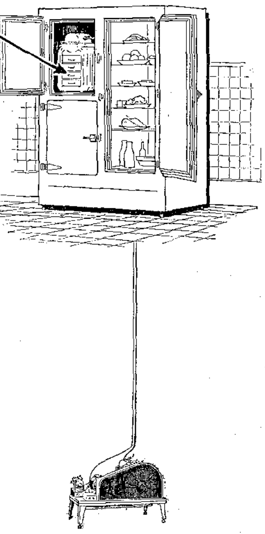

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MOTORING AND AVIATION
Continued

slowing our ground speed by ten miles an hour. It was 12.30 o'clock when the waters of the Platte River hove into view. To the north, Council Bluffs and Omaha appeared indistinct under a haze.

At the Omaha landing-field they found two more Army aviator friends of McDuffie. Both, it appeared, had met with minor mishaps while greeting the world flyers, who preceded them by a day. The newspaper man concludes:

> It is a tradition of the Army Air Service that accidents happen in threes. We should have felt a premonition. But we were too hungry and anxious to make Wyoming before nightfall. Cheyenne, 500 miles away, was our destination. An hour later we took off, and three minutes later we made acquaintance of the haystack aforementioned, bless every straw of it.

THE AUTOMOBILE JOINS THE ENGLISH FOX-HUNT

WHAT chance is there for a quiet, conservative fox-hunt when automobiles outrun the horses in pursuit of the fox, when automobiling parties are so thick that even a clever fox would have difficulty in finding his way among them? It is a state of affairs sufficient to upset English country life, reports Clair Price in the New York *Times*. In fact, it appears, fox-hunting in England is now passing through some such crisis as it underwent a hundred years ago, when the building of railroads was believed to be putting an end to the sport. In those days feeling ran so high that railroad surveyors were obliged to make their surveys from the tops of steeples, rather than expose themselves to the roused conservatism of the villagers in the streets below. The automobile seems, at present, to be a far more serious threat to the ancient pastime. However, remarks Mr. Price philosophically:

> Like almost everything else in the world, fox-hunting is always passing through some such crisis and managing to survive.
>
> It seems that fox-hunts have become modernized to an alarming extent. A famous meet is likely to draw motor-cars from a hundred miles around. The truly rural scene takes on the aspect of a national automobile congress, and every bosky lane needs traffic cops and signal towers.
>
> Perhaps it wouldn't be so bad if the visiting motorist would be content to watch the start and the return. But they swarm the roads, following the hunt up hill and down dale, beating the hounds to a given point, picnicking in mobs at the wayside, and making a Roman holiday out of what should be a select occasion for a few country gentlemen.
>
> Until recently, masters of hounds have been able to turn a blind eye upon the automobile and to remain blissfully unaware of its existence. But the motor-car has now become so much of a nuisance at the hunts that masters of hounds have finally had to take official cognizance of it.

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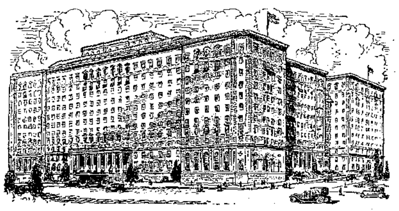

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"I notice," says one master, in a statement issued recently, "that certain people who hunt are now in the habit of having their cars to follow the hounds all day with their grooms. I would point out that this is unnecessary and against the interests of fox-hunting, and I must request that the practise cease. I would also suggest that people coming to the meet in motor-cars should be most careful not to interfere with the sport, and keep well behind the hunt. It is evident that a number of motors, following the hounds too closely, is prejudicial to the sport."

The statement, despite its genteel restraint, says Mr. Price, is a cry of real anguish, and if there are no tears on the surface of it—

There are very salty tears beneath it. In a sport as exciting as fox-hunting, a small field is the first essential of a well-conducted meet. A field that has become so swollen as to be difficult to manage, tends to make a hunt degenerate into a riot.

Generally speaking, hunters in England fall into two classes: the country squire, who hunts because he is made that way, and the rich city man, who hunts from a variety of motives.

The squire is, and always has been, the backbone of fox-hunting. If he were sentenced to penal servitude for life, no doubt it would cure him of hunting; but any less extensive sentence would only mean a sudden and complete relapse as soon as he was released.

The farmers know the squire, because he is one of them. They support him not only because every Englishman is, consciously, a sportsman, but also because he never leaves a gate open and never crosses seeded ground or a field of wheat. The hunt's country is his own country. He puts into its affairs all the drive and dash that generations of fox-hunting bred into him. Many of his members are his own farmers. Despite his now frequently slender finances, he remains the backbone of English fox-hunting.

But as the cost of fox-hunting goes up, it seems to be true that the rich city man becomes increasingly a necessity. If he becomes a master of hounds, he may do no more actual work than to sign checks and to preside at the hunt ball.

For the city man gets his hunting among farmers to whom he is a stranger, and it is the good-will of the farmers that alone make his hunting, or anybody's hunting, possible. Without the good-will of the farmers, hunting would become a matter of trespass. In fact, very old legal decisions to that precise effect may be dug up from the dusty tomes in Chancery Lane.

Hence compensation funds, which are in themselves an increase in the cost of fox-hunting—not that compensation funds are new, but that they are under a strain to-day to which they have never been subjected before. There must be instant readiness to settle for all chickens that have been killed by that very mysterious agency, the fox.

However carefully most city men may respect the property of the farmers in whose country they hunt, they are necessarily at the mercy of the less careful members of their tribe. If a few of them leave gates open and break down fences, and cut up seeded ground, it tends to bring them all under suspicion in the eyes of the farmers. If some of them find it necessary to be followed by mounted grooms the harm is likely to be worse, for no groom will be

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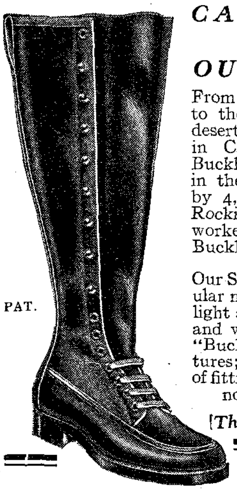

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MOTORING AND AVIATION

Continued

more careful of the farmer's property than his master.

This sort of thing reaches its height in the grass country of the famous shires, where compensation funds are as large as in any hunting country in England, and the most famous of all hunts are very fashionable and very expensive. If you have a feeling for good names, you must never miss the hunting columns of the London *Times*, for in the news from the shires you will find such names as poets would never dare invent: Foggathorpe, Pollok's Gorse, Stank Whin, Hannington Hanging, Tranby Croft, Buckhorn Weston, Seagry Wood, and so many others, that you would not believe them. Where else will you find names so redolent of England?

It is in the shires that the richer city men, the nobility, and royalty itself, do their hunting, and it is here that hunting is still further complicated by the nuisance that arises outside it. Sightseers, who care nothing at all about the farmers, who pay nothing to the hunt funds, and who never, by any chance, contrive to help in discovering the fox, throng by the thousand, both in motor-cars and on foot, to watch the Prince of Wales hunt with the Duke of Beaufort. It is this outside factor that lifts the motor nuisance to its most serious dimensions.

What is going to be done about it, nobody pretends to know. Some have suggested that masters of hounds should covertly announce their hunting in advance, indicating what coverts are to be drawn on each date, and thus enabling sightseers to park their cars and themselves at points of vantage.

But this happy idea flies directly in the face of all hunting tradition. Meets are never publicly advertised, coverts are drawn in secret rotation, and usages that have prevailed for two centuries are not lightly reversed. Not in England, at least.

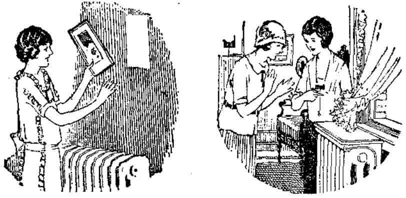
So there is the latest of the innumerable crises that have been threatening the life of fox-hunting ever since the construction of the first railways failed to put an end to it a hundred years ago. Fox-hunting, ideally, should pursue the rural tenor of its way, blissfully unaware of automobiles. Ideally, it should be the sport of the farmers themselves, meeting in their own country, under the mastership of their own squire; and so it is in many parts of England.

But its call to the banker in the city, or to the broker or the merchant or the shipper, whether he responds out of sheer love of sport or for the fashion of the thing, has brought an increasing number of strangers into the countryside and has long overrun the famous shires with outsiders.

The results are not always an undiluted advantage to fox-hunting. They do contrive, however, to serve an old tradition in England. For Englishmen—even the banking and merchandising Englishmen of the city—despite the vagaries of their so-called climate, have never quite succeeded in becoming an indoor nation.

Marital Music.—DIBBLE—"What was the greatest war song ever written?"

DABBLE—"Here comes the bride!"—*Illinois Wesleyan Argus.*



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SCIENCE AND INVENTION
Continued

VACCINATION FOR TUBERCULOSIS

ONE of the latest suggestions for conquering this old foe of mankind is to attack it by vaccination—the method which has done so much to rout smallpox and typhoid fever. The suggestion comes from Dr. A. Calmette, the subdirector of the Pasteur Institute in France, who has made a study of this disease for years, and who is the author of a work upon its treatment. Dr. Calmette set himself the task some time ago of finding a method of immunizing animals against tuberculosis, and he now announces that he has attained his object by means of a virus consisting of a living culture of a bacillus of bovine origin, which has been artificially enfeebled so as to be deprived of the power of producing tuberculosis in animals. By means of this he declares it possible to confer immunity upon young animals exposed naturally or artificially to the disease. In obtaining the required attenuation of the virus, Dr. Calmette follows a new process by cultivating the bacillus in a continuous series in the presence of beef bile, in order to obtain an hereditary modification of the germ by forcing it to live in a medium at once highly alkaline and rich in the fatty bodies known as lipoids. The successive cultures were continued by Dr. Calmette for thirteen years, during which time 230 generations were obtained, until at the end of the series a bacillus was produced that is quite harmless to animals, even in large doses, even to apes, which are peculiarly susceptible to this malady. The investigator has given the name of "B C G" to this bacillus, and further experiment has demonstrated that it is perfectly tolerated by human beings. There is no danger whatever from its use as with the attenuated cultures of bacilli previously proposed as vaccines. When young animals such as calves, rabbits, guinea-pigs, and apes are inoculated with B C G, it not only fails to produce tubercles but induces resistance to non-attenuated tuberculosis virus. This continues for six to eighteen months, and during this time the animals thus protected can be inoculated harmlessly with doses of virus capable of killing control animals in six to eight weeks by acute granulation. A curious explanation is given for the fact, indicated above, that immunization is only temporary. In the words of a writer in the *Bibliothèque Universelle* (Lausanne):

> It would seem that when the vaccine is injected an association is established between it and certain cellular elements—in other words, a sort of symbiosis. This appears to exist only for a time, and when it disappears the immunity departs with it, lasting for about two years in calves and only six months in rabbits and guinea-pigs.
>
> There is nothing unusual about this, since the immunity obtained from the vaccine viruses employed against smallpox,

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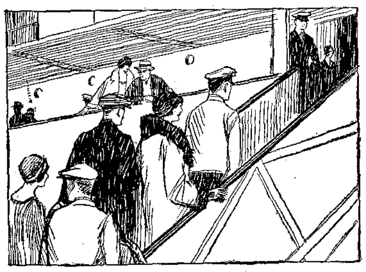

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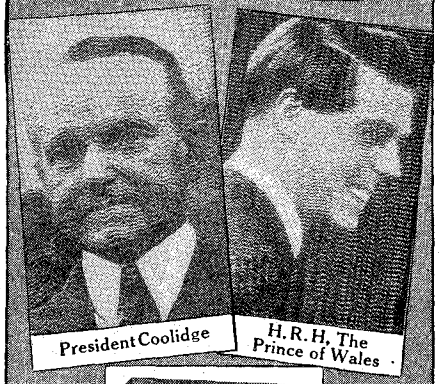
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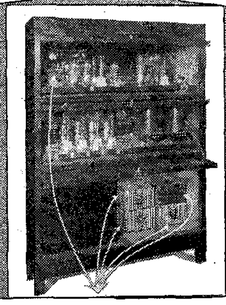

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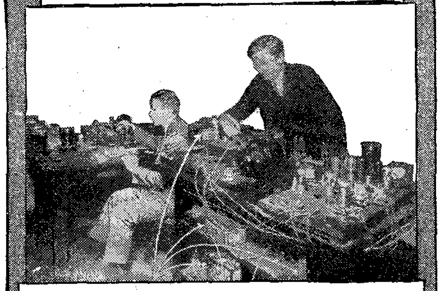

General view obtained through courtesy of the Radio Corporation of America. Captain Richard Ranger of the R. C. A., inventor of the apparatus, is seen placing film upon drum of transmitter. U & U Photos

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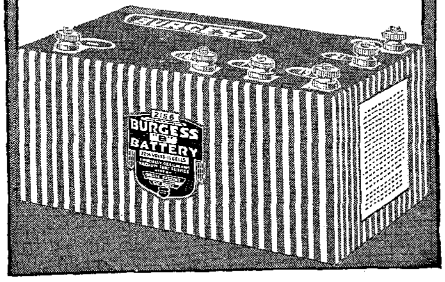


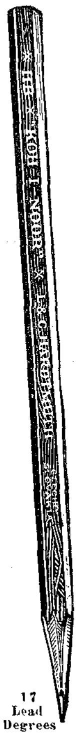
SCIENCE AND INVENTION
Continued

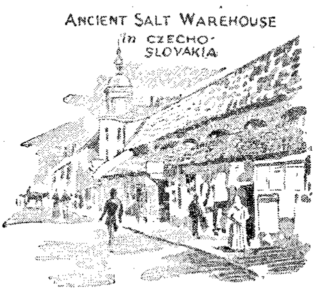
anthrax, hydrophobia, etc., likewise disappears in from one to seven years.

One very important thing is to be noted in connection with the use of B C G. It can be used only upon subjects of extreme youth—during the first few days after birth. Special experiments with calves have been carried on for the last three years. The animals were vaccinated during the first fortnight of life, again at the end of a year, and further at the end of the second, third, fourth and fifth years. The object of this was to form a herd which at the end of five years would contain only vaccinated animals. The animals so treated were not removed from the midst of an infected herd. The results of the experiment were extremely interesting. Up to May, 1924, 127 calves had been thus vaccinated. All remained perfectly healthy and were proved immune not only from spontaneous but also from experimental tuberculosis. The success obtained with cattle led to experiments with infants, which have been pursued since 1922. Our authority writes as follows:

> M. Calmette would have preferred to confine the vaccinations exclusively to the children of tubercular mothers, since these are much more exposed to the disease. But this was not possible, and he had to content himself with treating all new-born infants alike. The vaccination was accomplished by causing the infants to swallow the B C G bacilli on three occasions during the first nine days after birth. A first series of experiments was made with 217 babes. Among these it was impossible to trace the results of 39. Of the remaining 178, nine died from various causes, and the others remained quite normal. Three months after vaccination 53 subjects were tested.
>
> Eighty-eight and seven-tenths per cent. of these gave negative results. . . . Another series of experiments had been begun and if the expected results are obtained the conclusion may be drawn that by the vaccination of all new-born babes, renewed at proper intervals, tuberculosis can be reduced in subjects of all ages, since it appears to be the fact that when this disease appears, either in adolescents or in adults, it is merely a tardy manifestation of an infection which occurred in early infancy. If new-born children are thus vaccinated, tuberculosis will become rare, and might even disappear in a community where such vaccination was obligatory.

It is very desirable that experiments should be undertaken among the children of tubercular mothers, since the results obtained would be of course more conclusive. In this connection it is announced that any responsible physician who desires to experiment will be furnished by the Pasteur Institute with samples of the B C G vaccine and careful instructions in its use. He will be asked in return merely to keep a record of the results obtained and to make these known to the Institute.

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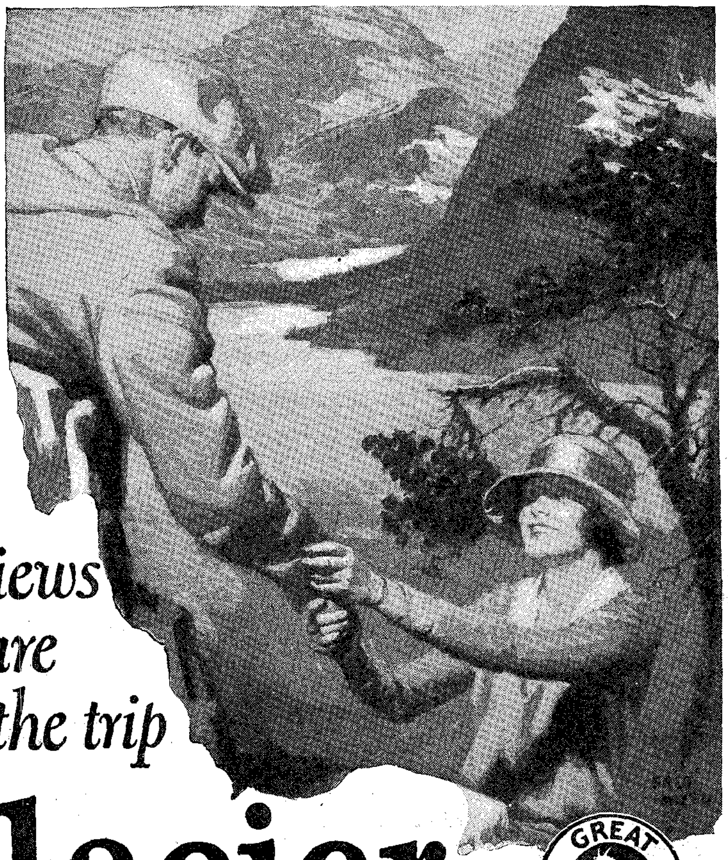
WHEN LIFE HOLDS OVER

An insect that chooses its own birthday is one of the remarkable things described by Rufus H. Mallinson in a brief article on "The Suspension of Life," contributed to *Conquest* (London). Comparatively few people, writes Mr. Mallinson, can claim to have had experience of the suspension of life in human beings. It is not until we begin a practical study of the creatures of the fields and woods that we come to realize how frequently nature suspends animation in order to further her schemes for the prolongation or reproduction of life. He continues:

> It is not very easy to draw a line between wholly and partially suspended animation. *Completely* suspended life is, it may be supposed, impossible, but even apparently suspended life frequently turns out to be mere sleep. It is a common error that creatures such as the squirrel become torpid in winter, like the hedgehog and the tortoise. They merely sleep in bad weather, like the bats, and are always to be found abroad as soon as the weather improves.
>
> It is to reptiles and insects that we must look for the most marvelous instances of suspended life. Most reptiles in these [British] islands spend the whole winter in a coma, and some of them will assume the torpid state when captured during summer, apparently in a fit of sulks, even tho surrounded by food in plenty. The chrysalis of a moth or butterfly is another wonderful example.
>
> It might be argued that the life in a chrysalis is not suspended, because of the change that is proceeding in the interior. But if a chrysalis be opened in the middle of winter, it will be found to contain no imperfect insect, but merely a quantity of yellowish liquid. The actual growth of the insect does not commence until within a few days of its emergence. Even when formed within, the insect is not compelled to emerge on a given day, and can postpone its birthday for days or weeks. It is a common thing for some species, such as the small eggar moth, to put off their emergence for a year or two. This eggar pupates in August, and is due to emerge in February, but the weather is then so often unpropitious that the moth carries on its sleep for another twelve months, perhaps again to defer its emergence. This little moth has been known to emerge successfully after spending eleven years in its cocoon.
>
> Seeds and spores retain life for amazing periods, finally producing full-sized plants when supplied with the conditions for which they have been waiting. During October every square inch of ground in Great Britain is covered with hundreds of spores of fungi, none of which will grow unless it receives the right conditions. In the Lake District and other places where foxgloves abound, it is well known that, when a portion of a wood is cut down, its site during the following summer is a magnificent profusion of foxgloves, the seeds of which have been accumulating on the ground for years, awaiting light and sunshine.
>
> Another instance from the plant world is the so-called resurrection plant, which grows in the dry parts of the Near East. When the dry season comes, the plant breaks away from its roots, rolls into a ball, and blows about the face of the desert until the following rainy season, when it absorbs moisture, opens out, and takes root once more as a beautiful green plant. Who shall say when this plant dies?



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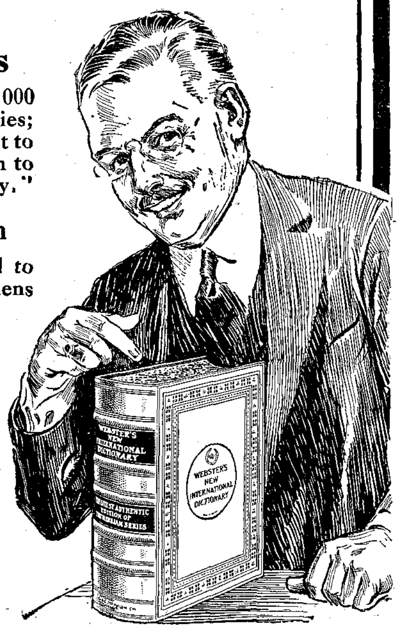
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SCIENCE AND INVENTION
Continued

RED STILL LEADS AS DANGER SIGNAL

RED, the traditional danger signal, kept its lead as the most easily distinguished from other colors at a distance, in tests for the visibility of traffic signals recently conducted by the National Bureau of Standards. Green came second on the list, while blue ranked third. The ordinary yellow lights were often mistaken for orange or red, and lemon yellow gave better results. We read in Science Service's *Daily Science News Bulletin* (Washington):

> The tests were made under daylight conditions, under which the identification of colored lights is particularly difficult. Several thousand tests were made with different observers. The average showed that a red light of 75 candle-power could be identified at a distance of 600 feet, while a green light had to be 250 candle-power, a yellow 750, and a blue light 1,000. The observations were made at distances of 600, 900, and 1,250 feet. At 1,250 feet the candle-power required was 1,500, 2,500, 3,000, and 7,500 respectively. These tests, for the standardization of traffic lights, are made with the cooperation of the American Engineering Standards Committee, the National Safety Council, and the American Association of State Highway Officials. A committee has been formed to standardize colors for traffic signals, and for lights for building exits.

THE MORE LIGHT THE MORE WORK

PRODUCTION increases in offices and factories when illumination is increased, chiefly because the worker sees more quickly and with greater certainty. There are other reasons, such as better morale, but these have not been investigated as closely as those more directly associated with vision. In considering the increase of production by influencing the speed and accuracy of vision, the question naturally arises, What percentage of time does a worker actually use his eyes in doing his work? Says an editorial writer in *The Electrical World* (New York):

> This phase of every-day work is now being studied by a research laboratory devoted to the study of the utilization of light. In twenty industrial and office processes which have been investigated the average portion of the time during which the eyes of the worker are engaged in close work has been found to be about 70 per cent. Obviously some processes require the use of the eyes very much of the time, while others do not tax them so much. Nevertheless, it is interesting to know that the average is so great. These processes are found in ordinary offices, print shops, machine shops and electric lamp factories. In only six of the twenty processes did the percentage of time requiring close vision fall below 50 per cent. Only three fell below 40 per cent. Five were above 70 per cent. This work indicates, as was to be expected, that increase in production due to an increase in intensity of illumination is likely to be different for various processes. But it does more, for

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it shows that close vision is required for a considerable percentage of the time in any of these representative processes.

From these results it has been concluded by the investigators that the increases in production already noted in the few factory tests that have been conducted are conservative values, and should be easily equaled in most cases, and exceeded in many of them.

THE IRON CORE OF THE WORLD

A CORE of iron, surrounded by silicate rock—that, in brief, is our earth, as it is now conceived by science, say L. H. Adams and H. S. Washington, in the *Journal* of the Washington Academy of Sciences. The earlier speculations on the density at various distances from the center proceeded on the assumptions that the earth is essentially uniform in composition and that the high internal density is due to compression. But, beginning with the hypothesis of Dana, in 1873, the notion of an iron-cored earth, these writers tell us, has steadily gained credence among students of the subject. To quote an abstract printed in *The Scientific American* (New York):

> What is certainly known is this: somewhere within the earth is a very considerable amount of material intrinsically denser than any known silicate rock.
>
> This conclusion is reached most directly from studies based on the compressibility of rocks and on the velocity with which earthquake waves are transmitted through the earth.
>
> Such studies have yielded a quantitative estimate on the increase in density due to pressure at various depths and have shown that, while the effect of pressure on density is a factor not to be neglected, it is nevertheless impossible to explain the high density of the earth on the basis of compressibility alone.
>
> That is, there must be at the center some material which, under normal conditions, would be much denser than ordinary rocks would be.
>
> The principal reason for assuming the dense material in the interior to be mainly metallic iron is the analogy with meteorites. Most of these visitors from outer space contain large quantities of metallic iron with varying amounts of nickel; and it does not demand an unwarranted use of the imagination to regard meteorites as fragments of disrupted bodies similar to, altho probably much smaller than our own planet, and to reason that the structure and average composition of these bodies are not very different from those of the earth.
>
> The earlier picture of the earth's metallic core, as presented by Wiechert, was that of a central iron core separated by a rather sharp boundary from the surrounding silicate shell. More recently it has been suggested that between the core and the shell lies a zone of mixed metallic iron and silicate rock, called pallasite from its supposed resemblance to a certain type of meteorites. The stony shell that surrounds the iron core is supposed to be granitic near the surface, and of basic character below.

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INVESTMENTS ▾ AND ▾ FINANCE

WHAT THE HIGHER BANK RATE SIGNIFIES

After the "gradual warming up of the American business machine which was observed a short time before New Year's," a definite signal that the first phase of the expected prosperity had arrived was flashed on February 26, remarks the New York *Times*, when the all-important Federal Reserve Bank of New York "raised its rediscount rate from 3 per cent., which had prevailed through the summer doldrums, to 3½ per cent." "The change reflects recovery from the stagnant conditions of last summer," we read in the monthly bulletin of the National City Bank of New York, "but 3½ per cent. is still the lowest rate in the world for money, and its adoption ought not to be interpreted as a warning that a state of dangerous expansion is threatened." Similarly the Boston *News Bureau* points out that there is nothing "drastic or ominous about the change," which "is, in fact, not more than the sum total of the creeping advance that has lately occurred in domestic time money rates." And this paper notes that instead of there being any evidence that the increase is meant for a "red flag" of danger "the Reserve System folks in their recent review have exprest not a syllable of the many warnings they uttered in 1920, on the way up to a 7 per cent. basis." In banking circles, we read in *The Wall Street Journal*, it is thought that the step does not herald any general advance in money rates or signify any change in fundamental business conditions, but is taken "merely to establish a more uniform discount rate in the Federal Reserve System." We are reminded in the New York *Times* that this is the first upward movement in rediscount rates among Federal Reserve Banks in about eighteen months, and the only change of any kind in the rates in some eight months. The New York Reserve Bank has the same rate as the Reserve Banks of Boston, Philadelphia, Cleveland and San Francisco, while the other Reserve Banks have a 4 per cent. rate. It is recalled that "when the New York Bank began operations in 1914 the rate was 4 per cent.; it went to the high point for all time on July 1, 1920, when it was 7 per cent.; the rate then pursuing an orderly course downward to the 3 per cent. level, touched last August 8, where it remained until February 26." This paper notes, in connection with the change of rate, the continued export of gold, coupled with the substantial increase in general industry, which of late weeks had been resulting in a larger demand for money and a drop in the New York Reserve Bank's reserves. In financial circles, we read further in *The Times*, it is expected that the advance may "serve still further to stimulate confidence of business men":

> At 3 per cent. the money rate level was held to be so low as to attract speculation, yet little speculation had taken place, and the country's credit condition remains good. And, while at times a rate increase means doom for speculation because it tightens the screws on plungers, it was shown that an increase of 3½ per cent.—still an extremely moderate figure—would entail no hardship upon legitimate borrowers. The sentimental effect, it was believed, would far offset in benefits any possible retardation of business that conceivably could result.

It was "to prevent too much of a burden upon its resources at a time when gold exports were also bearing heavily upon New York," that "the Reserve Bank sought to turn back a part of the borrowing demand upon other reserve institutions" by bringing its rate closer to theirs, says *The Wall Street News*. Or, as *The Annalist* puts it:

> Interior cities, as well as New York business and speculation, have been drawing on New York resources rather too heavily; the general money market had moved up; it was a suitable time for the New York bank to protect itself by following the general market.

But no such explanation, we read on, would be adequate for action on the part of the New York Reserve Bank, which holds so important a place in the system that its action reflects the Federal Reserve Board's policy regarding prices, business expansion and international finance. On the domestic significance of the change, the financial editor of the New York *Evening Post* comments:

> The Federal Reserve authorities probably may be acquitted of any desire to control the level of prices. There is not much basis for assuming that they were worried over the use to which credit is being put. Nevertheless, their action at this time does have a certain broad, even if passive, significance. It is, in its nature, something of a milestone. It serves as a reminder of the fact that our revival has gone a considerable distance. It will call attention to the fact that the bull market in securities has advanced for quite a respectable time and that it has gone far. If such thoughts serve to curb speculative enthusiasm a useful purpose will be served. So far the market has yet to act badly. Nevertheless, it must be apparent that the quality of buying has deteriorated. Pool operations of an inferior character have taken the place of investment buying. If this sort of thing were to be continued with a free hand, trouble probably would be stored up. The higher bank rate should make people realize that the cycle, with its usual implications, is proceeding.

The remarkable thing, as the writer in *The Wall Street Journal* sees it, is the fact that the bank rate has remained at 3 per cent. while the trend of business activity has been upward for six months. "Steel production, for example, is up from a low of 40 per cent. of capacity to between 85 per cent. and 90 per cent." In fact, "had the bank rate remained at 3 per cent. for the rest of the year, traders bearishly inclined would have referred to it as proof that business improvement was not as glowing as the public had been led to believe." At all events, "3½ per cent. is a pretty low rate with labor fully employed in all but a few branches of industry." *The Bache Review* suggests that the effect of the very moderate rate increase should be stimulating to legitimate business; "in the Stock Market a slight closing of the money door may eliminate plunging and make the movement in good securities more even." A market letter-writer for the Stock Exchange house of Josephthal & Company also thinks that the rate increase is really a "bullish factor":

> If it had not taken place, it would signify that we were not to have a continuance of general business expansion during the next few months, which was temporarily interrupted during February after its rapid acceleration after election. It is one thing to have a 3 per cent. rediscount rate when business is 18 per cent. below normal as it was at the low point reached last summer; quite another, to expect its continuance when production leaps forward with such strides as it did in the final two months of 1924, carrying into January to a point estimated to be 11 per cent. above normal. While it was consistent with conservatism to continue the 3 per cent. rate until such time as it might be possible to gage the present outlook for improvement after the mid-winter recession, it was never the thought in conservative quarters that with definite indications of good business in the coming months such a policy would be pursued. Those that anticipated the possibility of another era of inflation, gave little credit to the shrewdness of bankers, whose lesson was learned but a few years ago.

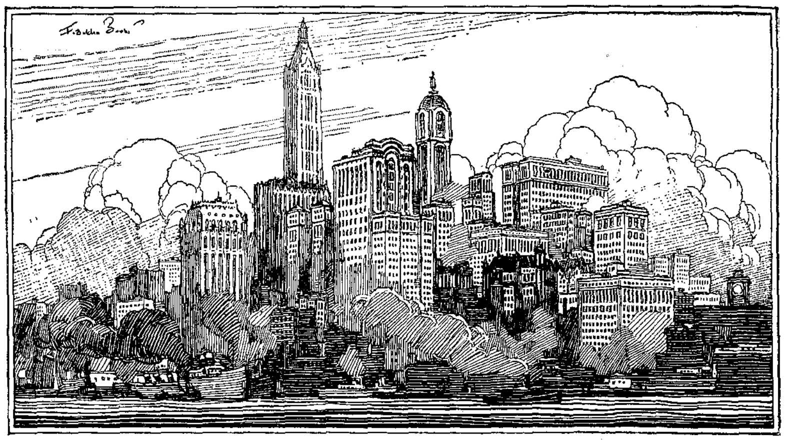
"Is not this New York rate change perhaps much more an international than a purely domestic incident?" suggests the Boston *News Bureau*. The New York *Times* reminds us that with the London bank rate at 4 per cent. and the New York one at 3 per cent., many banks both of this country and Europe had been sending their idle funds to London for employment at a more lucrative return, and that this was one of the influences moving the English pound sterling toward par. After the New

York rate change there was a prompt drop in the price of sterling, and an advance of interest rates in the London money market. According to *The American Banker*, New York bankers generally think that the Bank of England rate will be raised very soon, correspondingly with the New York rate. On the foreign angle of the situation, Mr. Schneider of the New York *Evening Post* says:

> London, with its mind on the resumption of gold payments, naturally wishes to have easy money persist on this side of the water. However, London would be far from wishing to see easy money here at the sacrifice of sound policy. As a matter of fact, our own and the British interests in the matter are identical. Assuming that Britain is going back to the gold basis, it would serve British purposes ill to have an inflationary boom, with the inevitable crash, develop here. Once British currency is linked with gold, our prices become theirs; a boom and deflation here would be highly injurious to them. Both Britain and America want stable prices and want them on both sides of the Atlantic. A mild firming of money, and in time, is desirable from their standpoint and from ours. After all, what London chiefly needs is that its money market remain higher than ours. That, obviously, is just as possible at a slightly higher level as at the present level. Meanwhile we may assume that our bankers and our banking authorities are still as firmly convinced as ever of the value of the gold basis for sterling, and of the desirability of our cooperating with the plans that may be developed to bring that end about.

HOW RAILROADS CAN HAVE BETTER COOPERATION FROM EMPLOYEES

RESULTS in railroading are so dependent on the attitude of employees that operating executives would naturally be glad to know how they can best secure cheerful, enthusiastic, intelligent cooperation on the part of the men who actually run the trains, maintain the equipment, keep the books, and handle the freight and passengers. To secure information on this point, *The Railway Age* not long ago staged an essay contest open to railroad workers on "the best methods for bringing about cooperation between railways and their employees to promote efficiency." In all, 372 contributions were received, and they came from nearly all branches of railroad service—"corporation directors, division superintendents, engineers, station agents, clerks, shopmen, Y. M. C. A. secretaries, switch-tenders, telegraph operators and even the wives of some." *The Railway Age* asked Dr. Henry Clayton Metcalf, Director of the Bureau of Personnel Administration of New York, an economist and authority on labor questions, to analyze and comment on the essays. He concludes that they do represent "a cross-section of the convictions of those railway employees who have been long enough in the service to have given serious thought to the problem of cooperation between management and men." In the 372 essays, 222 separate suggestions were



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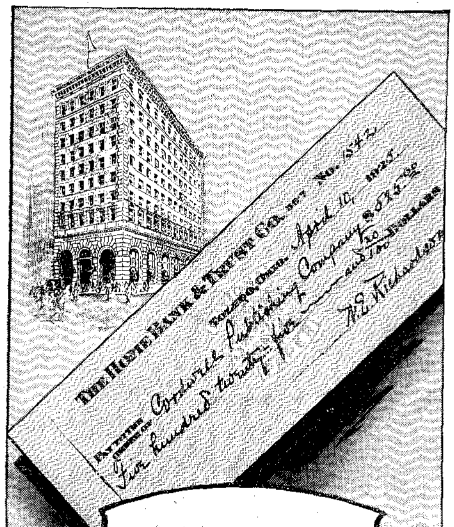

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INVESTMENTS AND FINANCE
Continued

made which Dr. Metcalf classifies under ten heads as follows:

1. Arouse intelligent *interest of employees in the road's success* 201
2. Improve *opportunities for individual advancement* through fairer promotional and disciplinary policies, and facilities for education 164
3. Induce officials and all in positions of authority to display a more *friendly, courteous and appreciative attitude toward subordinates* of their own and other departments 155
4. Improve *joint relations for negotiating collective agreements* and for adjusting and avoiding grievances 141
5. Centralize and adopt *modern practise with reference to Personnel Administration* 118
6. Pay *good wages*, supplemented by suitable financial incentives for good workmanship 94
7. Continue and *extend welfare work, benefit features, and special privileges* 91
8. Improve *quality of foremanship* in all branches of service 73
9. Improve *working conditions*, equipment, and living-quarters, and promote safety 69
10. *Regularize employment* 43

"Wages, hours, and working conditions," tho important and fundamental, are found by Dr. Metcalf to be far from uppermost in the minds of these railroad workers. "What they want is a proprietorship interest in their roads, a reason to be proud that they are engaged in the railway business and that they are affiliated with their own particular roads." Of the thirty-three proposals which Dr. Metcalf condensed into the first recommendation in his tabulation, these were the four most popular:

Seventy-one writers advocate "publicity to employees regarding the road's financial condition, operating progress, and general policies";

Seventy advise the railroads to "encourage employee stock ownership by easy-payment plans";

Fifty-eight ask that the roads "encourage employees to make suggestions," implying that a financial incentive should be provided;

Forty-three recommend "mass meetings of employees to be addrest by officials presenting information about the road's progress and problems."

Other suggestions classified under the first head include:

"Use employees' magazines to arouse interest and instil loyalty."

"Maintain libraries and reading-rooms well supplied with railroad literature."

"Establish committees, or voluntary organizations among employees to promote efficiency."

"Educate employees regarding economics."

"Encourage employees to aid in solicitation of business."

"Invite men from the ranks to attend staff meetings."

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Under the fourth head, on the improvement of joint relations, there are a large number of essays advocating the establishment of employee representation. Under the same head eighteen writers advise recognition of, and friendly relations with, the unions. "Seven writers allude favorably to the relations between the Baltimore and Ohio management by the shop craft union." Much attention is given to bonus plans, but there is very little unanimity as to any particular scheme. A number of essays speak favorably of pensions and of group life insurance; a number call for better training for foremen. There are few specific recommendations under the head of working conditions, altho nineteen essays "emphasize the need for good tools and equipment, a fundamental of good management." Dr. Metcalf concludes his discussion of the essays as follows:

> That the time is ripe for thoroughgoing application of the best management talent available to the task of creating and maintaining right relations between railroad managements and their employees is amply apparent. The Presidential election gives little ground for fear that American workmen espouse revolutionary radicalism. On the other hand they do want opportunity for more vital and conscious participation in the industries with which they are affiliated than is afforded by the dutiful performance of routine tasks in exchange for a stipulated wage.

THE END OF AUSTRALIA'S SHIPPING EXPERIMENT

"FOR reasons that lie in our common human nature," once remarked Senator Cummins, government ownership of railroads will not work, and *The Wall Street Journal* is convinced that the observation is at least as applicable to ships. The discussion comes up in connection with Australia's experience with government-owned shipping, "almost startling in its close parallel to that of the United States." It seems that "after a loss of roughly $50,000,000 the Commonwealth Government has decided to dispose of thirty-two ships." Union labor conditions in Australia, as here, are said to have "created a handicap against the line in competition with British and other foreign vessels in overseas trade which the unions stedfastly refuse to relax, even tho it would appear to be in the interest of unionism to do so." *The Wall Street Journal* adds, however, that:

> In our own case, and probably also in Australia's, labor unions were only one of the factors that made government ships impossible. The ocean carrying trade is about the last to be conducted successfully under the stiff formalism of bureaucratic methods. Freedom for quick action to meet rapidly shifting conditions, which can proceed only from a centralized personal responsibility, is the first requirement in the handling of ships and cargoes. Democracies are notoriously distrustful of men who can do things without talking.

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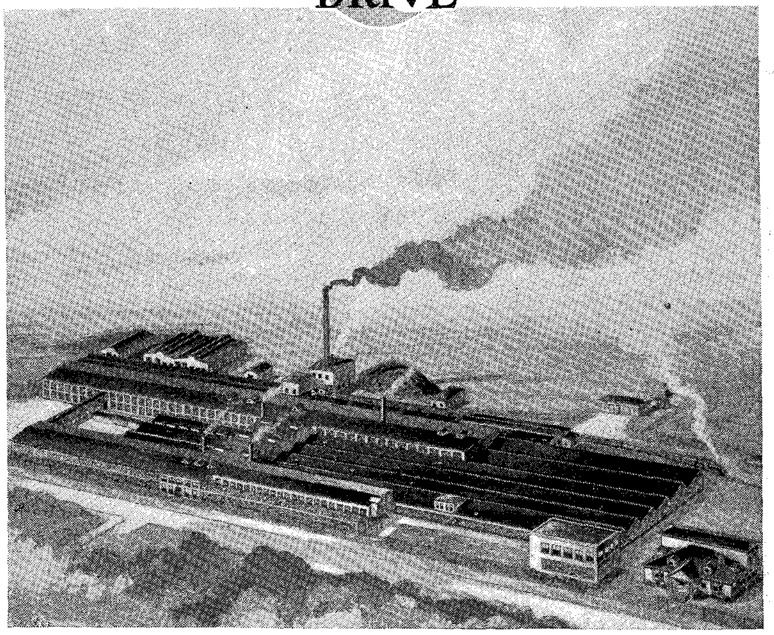

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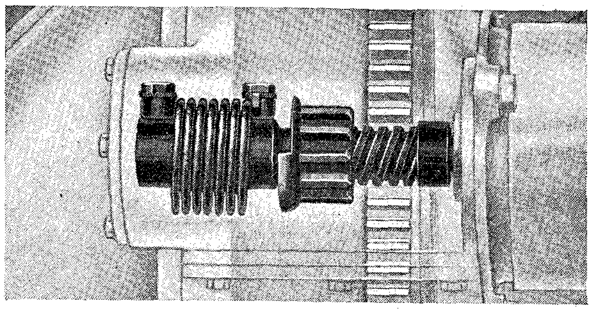

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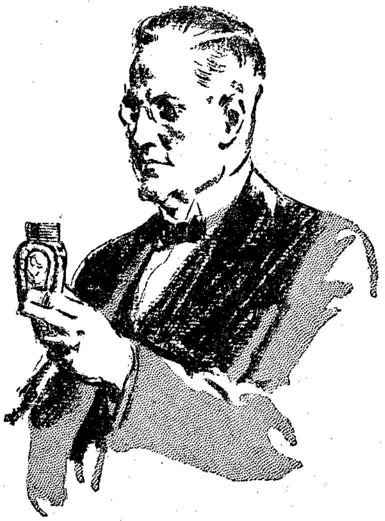

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INVESTMENTS AND FINANCE

Continued

"dissatisfaction with government shipping operations in Australia for fully five years past," the New York *Journal of Commerce* comments as follows:

> Australia's recognition that the time has come to end the war-time shipping experiment is particularly interesting in that the decision has been reached by a country which has always been predominantly given to public interference with and control of business. If there is anything from wheat-growing to the retailing of meat, the management of railroads, and the conduct of shipping that has not been tried by some class of government in Australia, one would like to know what it is. Decision that the Government is not well fitted for the shipping business, and can not make money at it is, therefore, striking. It throws no new light upon our own problem, save in so far as it demonstrates that there is no peculiar quality in our shipping failure since we have had the same experience that other countries have had to endure.
>
> Nevertheless it is well worth while to bear in mind that one of the main troubles which has handicapped the Australian Government is found in the artificial conditions surrounding the operations of vessels with Australian registry. The same obstacles have been encountered in the United States due to the high cost of wages, food and repairs, and in general the inability to run on an economical basis if the vessel is to comply with the laws of the country whose register the ships carry. Stated in another way this merely amounts to saying that it is out of the question to run ships for profit and at the same time make them an aid in the political game.
>
> Doubtless we shall keep on with our war-time shipping experiment for a good while longer. It is a way that we have. The politicians do not like to confess defeat and the public at large is disinclined to compel action in a matter which they know very well is difficult and likely to involve severe loss either way. What is clear in the situation is that there should be no further entanglement between the Treasury of the United States and our shipping enterprise. New construction, new departures of one kind or another, and, above all, competition with privately owned lines operated by American citizens should be absolutely under the ban. The American ship-owner has a serious problem at the best. His burden ought not to be increased by the necessity of contending against the Government.

A Modern Failing.—BUSINESS MAN (interviewing applicant for secretarial post)—"With these most excellent testimonials, I am surprized at your previous employer parting with you!"

APPLICANT—"Quite; but the fact is I was of such very little assistance to him in cross-word puzzles."—*London Humorist.*

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CURRENT EVENTS

FOREIGN

February 25.—In an informal talk with the Anglo-American Press Association, Premier Herriot reaffirms that France will never repudiate her obligations, and says that she is working in the fullest accord with Great Britain and America to settle all the political and material problems arising among the three nations.

February 26.—Terrific gales which have been raging from the English Channel, along the Atlantic, to the Bay of Biscay for four days drive numerous craft to shelter, and cause some loss of life and damage to shipping.

February 27.—Political democracy does not exist in Soviet Russia, tho "the Government is in every way better than anything Russia ever has had," according to the report of the British Trades Union delegation which visited Russia a few months ago. An interesting revelation is the admission that the Russian system of divorce by mutual consent is "tending to destroy family life."

February 28.—President Friedrich Ebert of Germany dies after an operation for appendicitis. Ebert made his way from a saddler's bench to become leader of the Social Democrat Party, and was elected the first President of the German Republic on February 11, 1919. He was born in Heidelburg in 1871, the son of a tailor.

Eight persons are killed and 600 are injured and property loss of $1,000,000 is caused when forty tons of powder and other combustibles explode on Caju Island, near Nictheroy, Brazil.

March 1.—A hundred rebels and sixty of the townspeople are killed in an explosion of the munition depot at Kharput, Turkish Armenia, while the town is being pillaged by rebels.

March 3.—The Canadian House of Commons approves the treaty with the United States to suppress smuggling and to cooperate in the suppression of the illegal drug traffic and the treaty enlarging the list of extraditable crimes.

The Cabinet of the Turkish Premier, Fethi Bey, resigns under criticism for its alleged reactionary tendencies.

General Ramon De Santa Clara, internationally known as the "Spanish prisoner," who victimized many Americans and others by his story of being imprisoned while a concealed fortune awaited him somewhere, is arrested after a fifty-year police hunt.

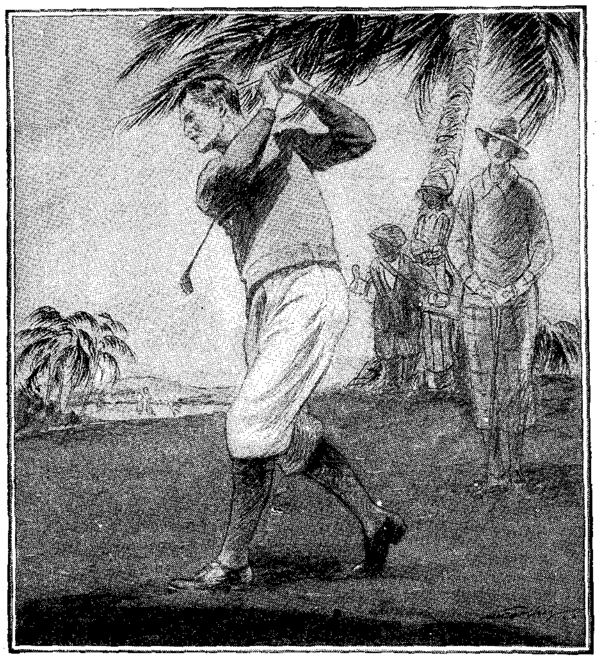
DOMESTIC

February 25.—Following a dispute with the Association, Gutzon Borglum, the sculptor, who had charge of sculpturing the Confederate pageant on Stone Mountain, near Atlanta, is discharged by the Stone Mountain Memorial Association, and a warrant charging him with destroying models and plans is issued for his arrest. Borglum says the models and plans were his own property, and imperfect.

Senator Medill McCormick of Illinois dies suddenly in Washington. He was born in Chicago on May 16, 1877.

Marines find forty cases of liquor aboard the Navy transport *Beaufort*, on its arrival at Norfolk from the West Indies.

The conference report on the postal pay



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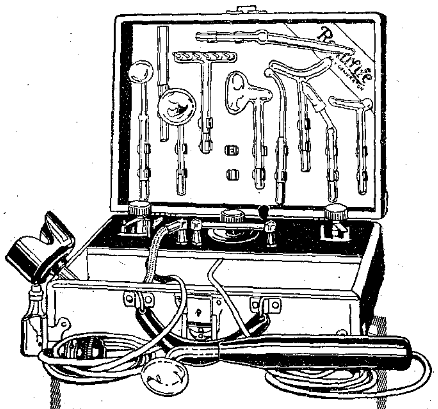

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CURRENT EVENTS

Continued

and rate increase bill is adopted by the House by a vote of 370 to 8. As revamped by the conferees, the bill is estimated to raise about $60,000,000 annually to offset the outgo of $68,000,000 in increased salaries.

February 26.—The Senate adopts the conference report on the postal pay and mail rate increase bill by a vote of 69 to 12.

Governor Len Small of Illinois appoints Charles S. Deneen, Senator-elect, to fill the vacancy in the Senate caused by the death of Senator Medill McCormick.

The House passes the Dickinson co-operative marketing bill by a vote of 284 to 95.

February 27.—Testifying before the House Aircraft Investigating Committee, Rear-Admiral William S. Sims, retired, says he would have no battle-ships at all if he had to build a new navy.

Representative Nicholas Longworth of Ohio is nominated by the Republicans to be the party candidate for Speaker.

February 28.—President Coolidge signs the postal pay and rate increase bill.

An earth tremor shakes the territory along the northern Atlantic coast and is felt as far west as Wisconsin, as far south as Louisville and Richmond, and as far north as the northern part of Canada. In Canada many frame-houses and a church collapse, and four people in various parts of the country die of fright.

The State Department is informed in official advices of an Indian uprising in Panama, which has resulted in the burning of several villages and the killing of several people.

Officials of the International Typographical Union are in entire accord with the sixteen labor unions which recently declared opposition to the formation of a third, or labor, party, declares James M. Lynch, president of the Typographical Union.

Gutzon Borglum, the sculptor, is arrested in Greensboro, North Carolina, on a charge of destroying the models and plans for the Stone Mountain Confederate Memorial, and is released on bail.

Representative Finis J. Garrett of Tennesee, Democratic floor leader, is nominated by his party to oppose Mr. Longworth, Republican candidate, for Speaker.

March 2.—William Andrews Clark, "Copper King," and formerly United States Senator from Montana, dies at his home in New York. He was said to be the largest individual mine owner in the world, and among the dozen richest men. He was born in Connellsville, Pennsylvania in 1839.

The United States Supreme Court decides that railroads are not compelled by law to submit labor disputes to the Railroad Labor Board, and that they may determine whom they will recognize as representatives of their employees.

March 3.—The House adopts Representative Theodore Burton's resolution approving the World Court and expressing its earnest desire that the United States give early adherence to the protocol establishing the Court.

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

bimit, spug.—"W. J. Z.," New York City.—he term *bimit* is of comparatively recent introuction, and is one of the most recent protograms hat have come to the Lexicographer's desk. It is he pet slogan of the favorite son of Texas, and used by him whenever he is consulted with eference to a purchase. It stands for—*Buy it*, ade *in Texas*.

The term *spug* has been interpreted to designate member of the *Society for the Prevention of* seless *Gifts*.

horse-latitudes.—"J.S.K.," Waynesboro, Va.—he phrase *horse-latitudes* designates "a belt of e Atlantic ocean where calms often prevail. his was so called, in colonial times, when vessels arrying horses from New England to the West ndies were sometimes obliged, when detained here, to throw overboard part of their cargo for ant of water."

infantorium.—"C. D. T.," Brooklyn, N. Y.—*nfantorium*, the name applied to one of the reatest humanitarian enterprises known, is a lescope-word. It shows on its face what it ally is—a place where infants are nourished, ursed, fostered, and treated—but without arge—exactly as some of the older folks are red for in the more pretentious sanatoriums out est.

in the midst of life.—"H.D.P.," Oconto, Wis.—he phrase, "In the midst of life we are in eath," occurs in the Burial Service of the Book of ommon Prayer. It was derived from a Latin ntiphon attributed to a monk of St. Gall named otker, who, in 911, was watching some workmen hile they were building a bridge at Martinsrucke in the peril of their lives.

lions and tigers.—"B. C.," Gainesville, Tex.—Are there any lions in Asia, and are there tigers Africa?"

Lions have been known as part of the fauna of sia for centuries; they are still common on the uphrates and in Persia as they were when the ssyrian Kings shot them with arrows from their hariots, but the man would be bold who would eclare that there are tigers at large in Africa. ll zoologies and natural histories and animal lassifications indicate that the king of beasts of frica is the lion and the monarch of the forests of sia is the tiger. No naturalist or explorer has et discovered a tiger in Africa.

pastorium.—"W. L. C.," Ahoskie, N. C.—The erm *pastorium* is used in the South of the United States to designate a parsonage. It is a word of ecent coinage.

Peeping Tom.—"M. R.," Mt. Vernon, N. Y.—A *Peeping Tom* is an overinquisitive person; a Paul Pry or pruriently prying person, especially one who peeps in at windows: a term derived from *Peeping Tom of Coventry*, who was, according to tradition, an inquisitive tailor who peeped at Lady Godiva during her ride through Coventry, and was struck blind. Lady Godiva was the wife of Leofric, Earl of Mercia, England, and she sought to secure the repeal of an oppressive tax placed by her husband on the citizens of Coventry, by riding forth, "clothed on with chastity," through the streets of the city. See Tennyson's "Godiva."

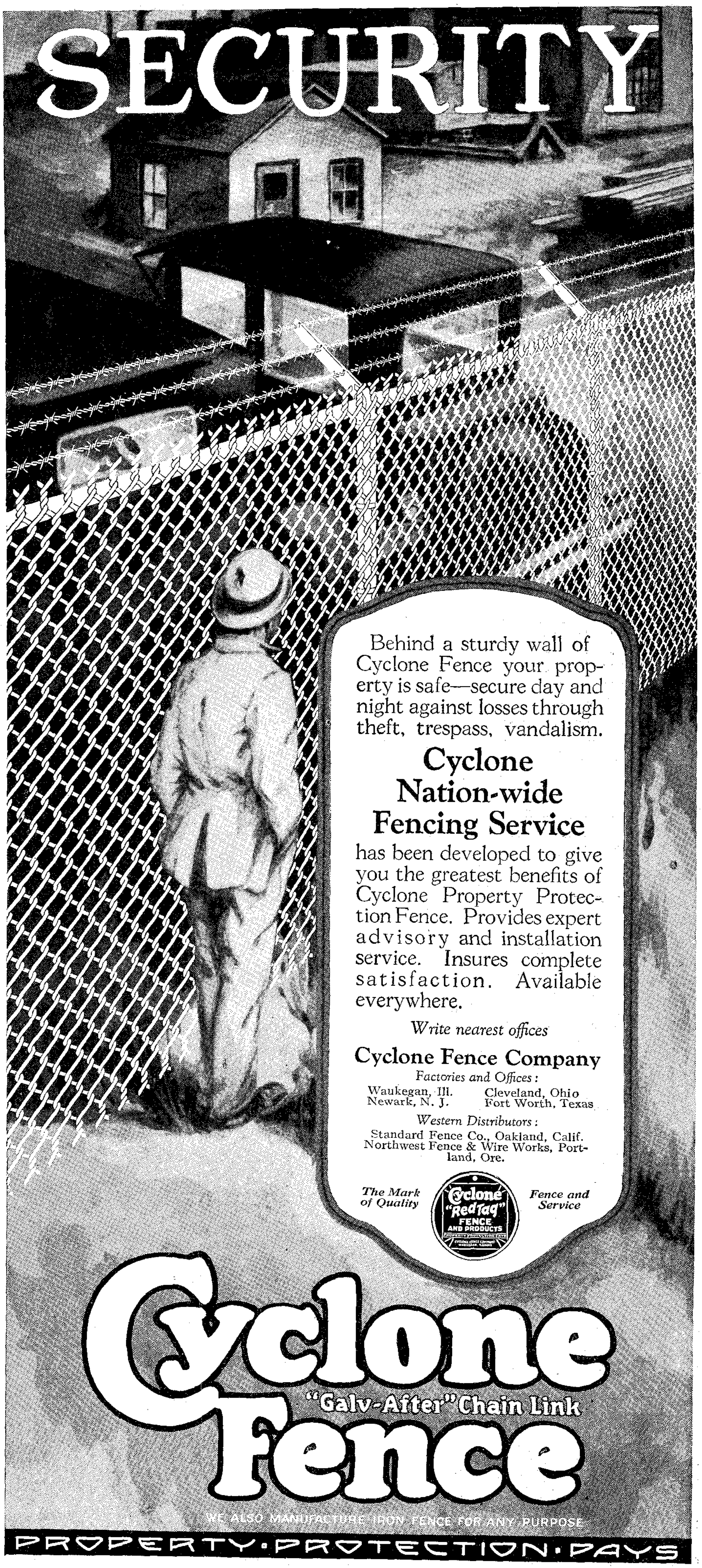
pin-money.—"J. P.," Brooklyn, N. Y.—The term *pin-money* designates an allowance made by a husband to his wife for personal use; apparel- or dress-money: so called because formerly pins were costly and the sum allowed for their purchase large. By extension, any allowance to wife, daughter, or sister for personal expenses or as pocket-money. Richard Steele knew a tender husband who railed at it constantly. "The main Article with me," said he, "is that cursed *pin-money*—Five-hundred pounds per annum *Pin-Money!*"

portmanteau-word.—"M. C.," Brooklyn, N. Y.—A *portmanteau-word* is a term formed by combining the elements of two other words, as, *squarson* formed from *squire* and *parson*, or *chimpanzebra* from *chimpanzee* and *zebra*; first used by Charles L. Dodgson—Lewis Carroll—in "Through the Looking Glass": "Well 'slithy' means 'lithe' and 'slimy'—You see it's like a *portmanteau*—there are two meanings picked up into one word."

proponent.—"W. H. M.," Concord, N. C.—The word *proponent*, as an adjective, means "making propositions or proposals; proposing." As a noun, the word designates "one who makes a proposal or puts forward a proposition; one who propounds a thing; specif., in law, one who presents a will for probate; or, in ecclesiastical law, one who presents a complaint or allegation."

"E. H.," Eatonton, Ga.—The pronunciation of the name *Painlevé* is *pan"la-ve'*—first *a* as in *fat*, *n* with a nasal sound as in *sing*, second *a* as in *final*, *e* as in *prey*.

The pronunciation of *Doumergue* is indicated *du"marg'*—*u* as in *rule*, *a* as in *fare*.



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THE SPICE OF LIFE

Depressing, but So.—One mustn't tell Willie, but most of the great men have forgotten all they ever knew about algebra. —*Roanoke World News.*

No Danger.—Lady—"If you don't go away, I'll call my husband!"

Tramp—"Ah, I know him. Last week he threatened to call you if I didn't go away!"—*Le Matin* (*Paris*).

Deadly All Round.—"Is it true, doctor," asked the gushing young lady, "that you are a lady-killer"?

"Madam," replied the doctor, "I make no distinction between the sexes."—*The Continent* (*Chicago*).

Mixed Colors.—She—"Can you tell me why a black cow gives white milk that makes yellow butter?"

He—"For the same reason that blackberries are red when they are green."—*Pitt Panther.*

Putting Him Right.—The Entertainer—"If any lady or gentleman in the audience will call out the name of some female character in Shakespeare, I will endeavor to portray that character."

A Voice—"Florence Nightingale!"

The Entertainer—"I said Shakespeare, Sir. Not Dickens!"—*The Humorist* (*London*).

Delicate Situation.—Mary Anne gave notice she was going to be married. Her mistress, perturbed, said: "Of course, I don't want to put any obstacle in the way of your getting married, but I wish it were possible for you to postpone it until I can get another maid."

"Well, mum," Mary Anne replied, "I 'ardly think I know 'im well enough to arsk 'im to put it off"!—*The Christian Register* (*Boston*).

All Set For It.—Fair Motorist—"Really, I didn't hit you intentionally."

Irate Victim—"What have you got that bumper on your car for if you aren't aiming to hit someone?"—*Williams Purple Cow.*

Honest Milliner.—The millinery department will be on the second floor and the proprietor states that their aim will be to always have the latest and last word in women's hats at appalling prices.—*News Item in the Union City* (*Ind.*), *Times.*

The Dear Departed.—The district visitor was sympathizing with a shopkeeper who had just lost her husband.

"I'm sure, Mrs. Griggs," she said, "you miss him very much."

"Well, m'm," said the bereaved, "it certainly do seem strange to go into the shop and find something in the till."—*Liverpool Evening Express.*

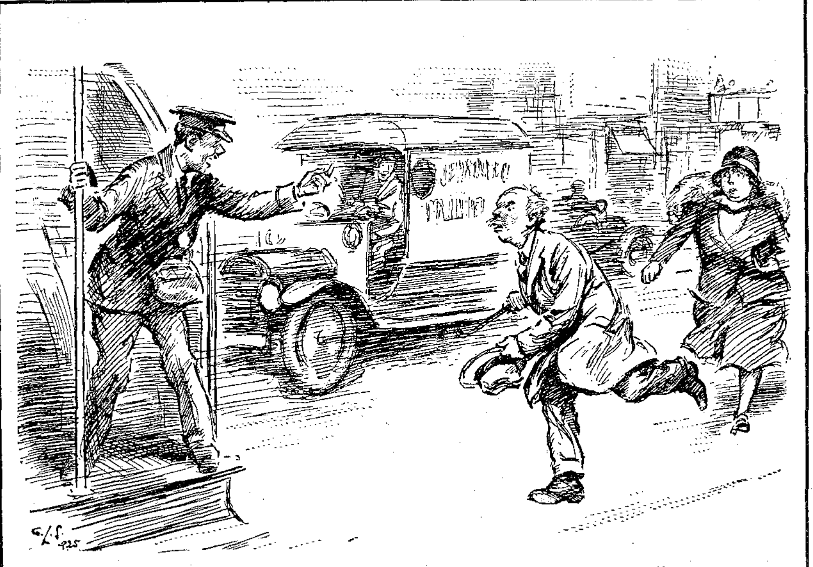
Different.—"Did you say that Skinner succeeded by getting around him better men than himself?"

"No, by getting around better men than himself."

The Peculiar One.—Customer—"You've made two mistakes in this bill, one in your favor and one in mine."

Grocer—"In your favor? Where?"—*Boston Transcript.*

Nobody Safe.—By means of a stentorphone which has been installed on the liner *Ceramic,* sound from an ordinary gramophone record is made to reach every corner of the ship. The idea, we believe, is not so much to annoy the passengers as to discourage stowaways.—*The Humorist* (*London*).



Conductor: "Come on, buck up, sir, or she'll 'ave you!"

—*The Humorist* (London).

If There's a Car Long Enough.—In Switzerland an engine has been invented called the "hochdruckkondensationsdampflokomotive." In this country they'd hang a name like that on a Pullman car.—*Life.*

Proved.—"Do you believe in what they call the unconscious mind?"

"What do you mean by that?" inquired Senator Sorghum cautiously.

"A part of your mentality that causes you to know things and yet not realize that you know them."

"Certainly. Almost any man is liable to have that kind of an attack when he is making out his income-tax return."—*Washington Star.*

Capacity Unlimited.—An "eating competition" was organized in a mining town in the north of England. One competitor, a giant collier, six feet in height and broad in proportion, succeeded in disposing of a let of mutton, a plentiful supply of vegetables and a plum pudding, washed down with copious drafts of ale. He was unanimously declared the winner, and was being triumphantly escorted home, when he turned to his admirers and said:

"Eh, lads, say don't hee say nowt of this to my old woman, or she won't gie me no dinner!"—*The Continent* (*Chicago*).

Anyway.—A cobbler arrested for wife-desertion was found to have committed bigamy. He should have stuck to his last. —*The Humorist* (*London*).

Health Hint.—"Take care of your teeth," says an advertisement. We have nothing but scorn for the careless person who leaves them smiling inanely in the bathroom.—*The Humorist* (*London*).

Good Word for Fits.—Physician—"I've just discovered a new disease."

Patient—"Call it 'Pfxlzia.'"

"Why?"

"Because it just fits into a cross-word puzzle I'm composing."—*Judge.*

Sanitary No End.—Doctor—"Have you taken every precaution to prevent the spread of contagion in your family?"

Rastus—"Absolutely, doctah. We've done bought a sanitary cup, an' we all drink from it."—*The Baptist.*

They Followed His Advice.—It does not pay to be facetious or dangerously ironic with juries. A lawyer prosecuting an obviously guilty man, a burglar who had been caught red-handed on the roof of a house, wound up his speech to the jury as follows:

"If you consider, gentlemen, that the accused was on the roof for the purpose of enjoying the midnight breeze and by pure accident happened to have about him the necessary tools of a house-breaker, with no dishonest intention of employing them, you will, of course, acquit him."

And the jury did.—*The Continent* (*Chicago*).

Unusual Information

Unique replies were received in recent mid-year examinations at Betty Zane Junior High School of Martins Ferry, Ohio, according to *The Zanegraph,* a school paper. They follow:

The Star Spangled Banner was written by Wm. Scott Key. He was capture and was on a ship at about Don when he said O, Say Can You See, etc., on the back of a letterhead.

The North agreed that the South should have Missouri as a slave.

The President has a cabinet in order to keep his china in it.

Ohio was omitted into the Union in 1925.

The Story of the Erie Canal. Some men started to build the canal and the mosquitoes broke out and about all the men died.

Francis Scott Key went down in his bunk and walked the floor all night.

A senator has to be 14 years old.

If you have any vacancies go at once to a dentist.